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JUNE 16, 1950

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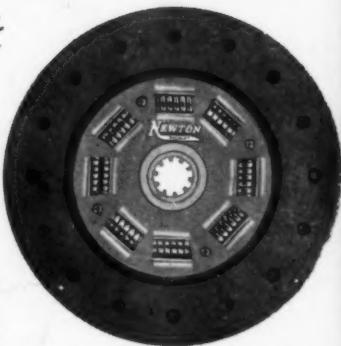
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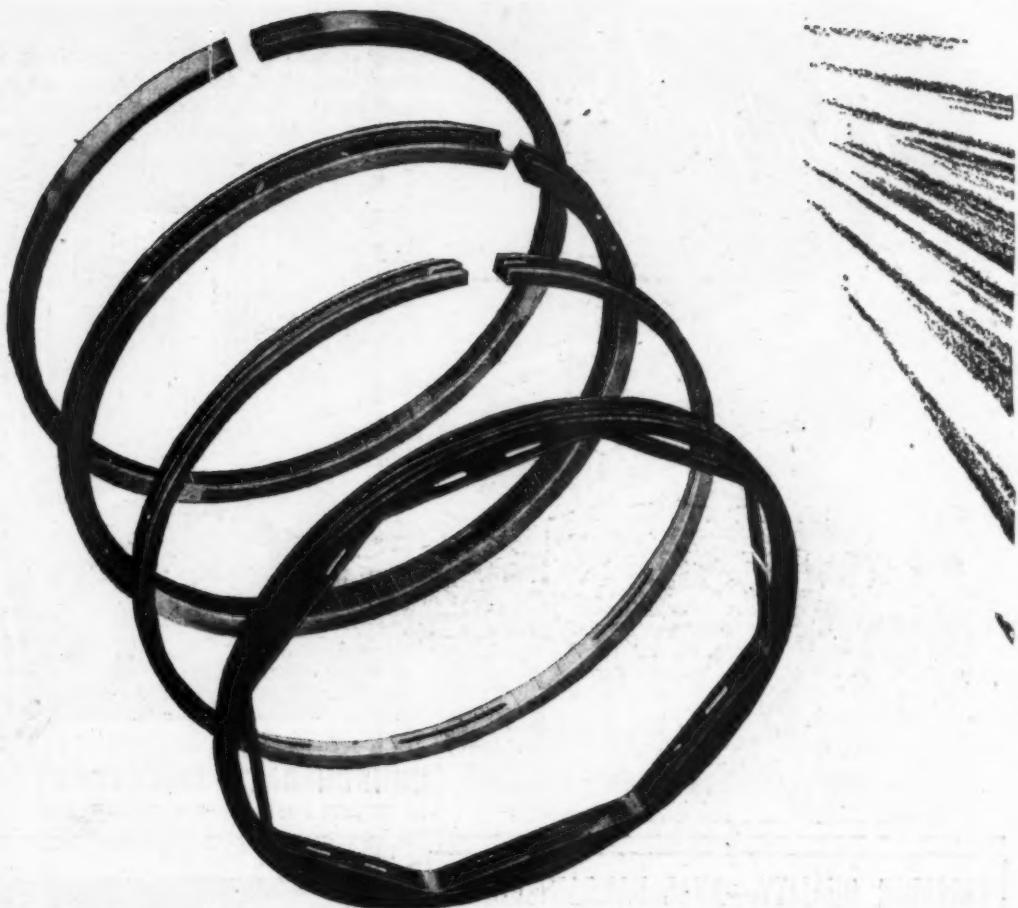
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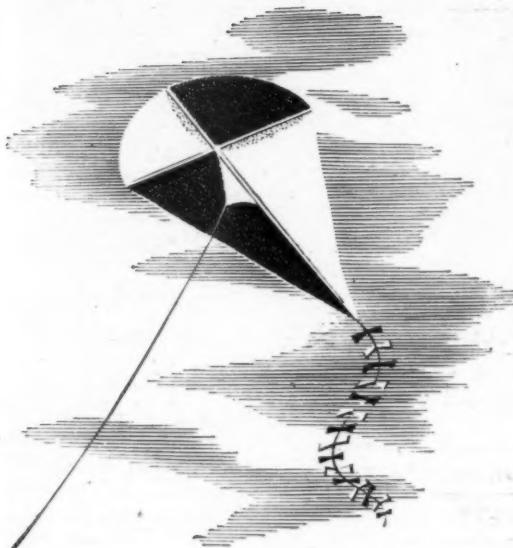
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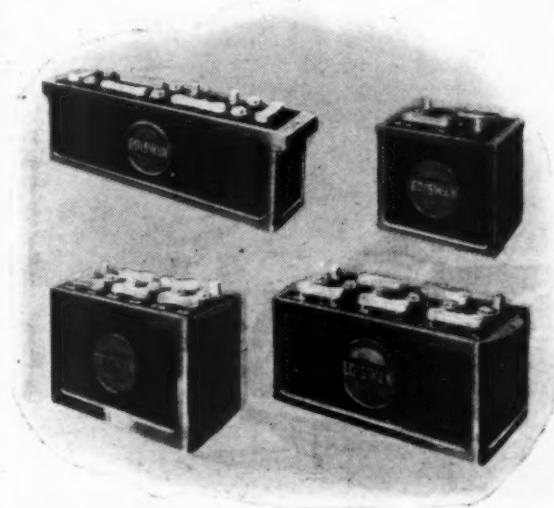
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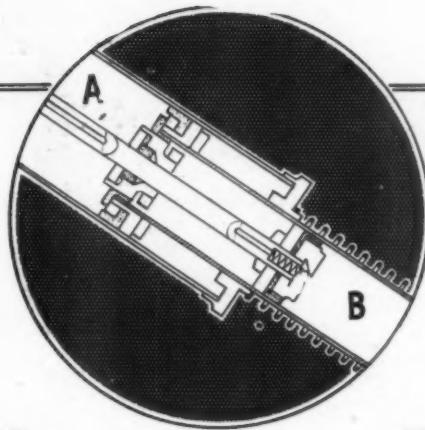
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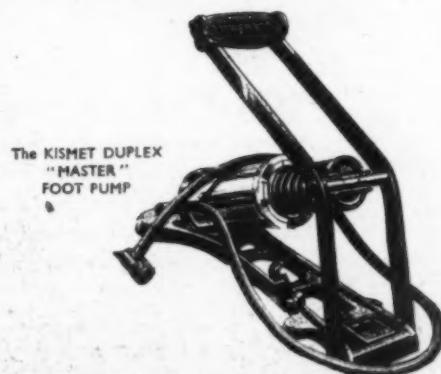


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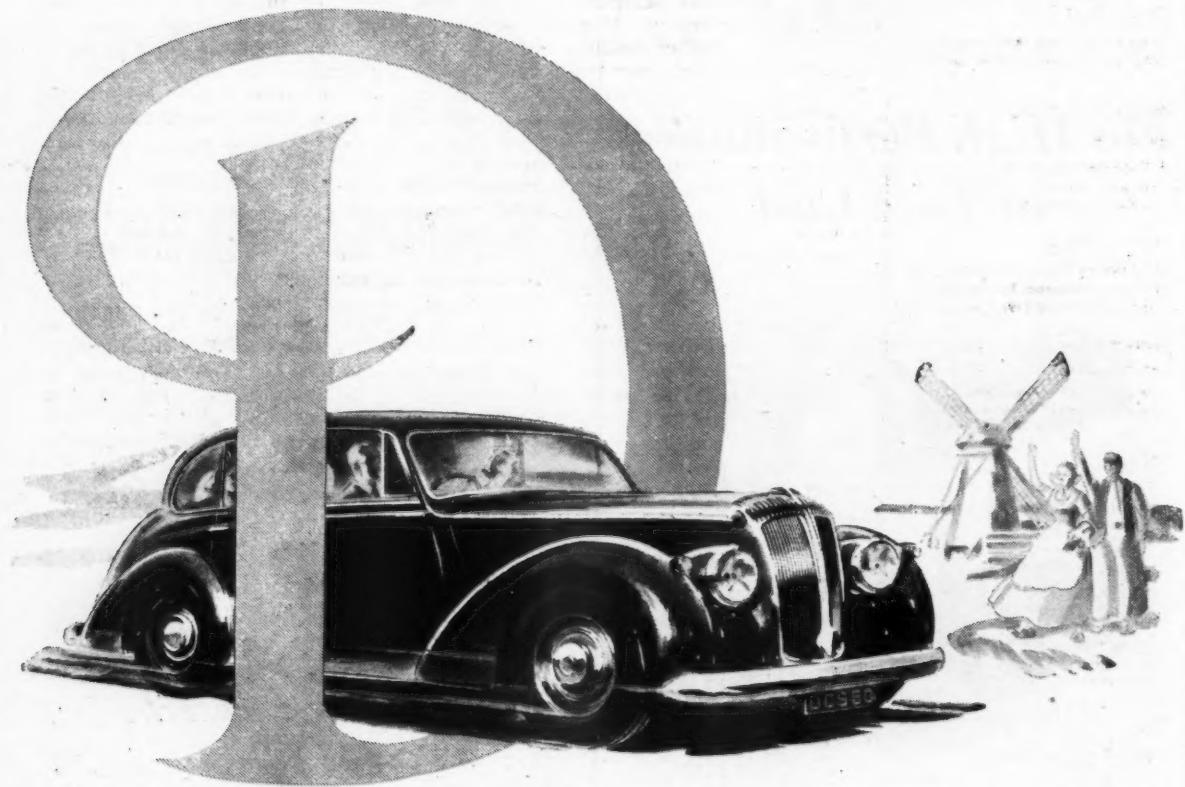


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# The Autocar

FOUNDED 1895

No. 2850

FRIDAY, JUNE 16, 1950

Vol. XCV

## Mystery Into Lunacy

" 'Twas brillig and the slithy Pool  
Did pink and tinkle in the head  
All mimsy were the dollar-grubs  
And the benzole outgrabe."

**I**F Lewis Carroll was the satirist some of the experts think, he would surely forgive our paraphrase of his Jabberwocky, for the benzole mystery has become lunacy. Motorists have been regrettably assured that there can be no spirit of a higher quality, but they also know that Pool spirit can be made into a quite lively, non-pinking mixture by the addition of benzole—a by-product of coal, the production of which costs not a cent, let alone a dollar. Until this week they have believed that nearly all the benzole produced in Britain has gone into Pool spirit in order to improve it, although the sceptics, of whom this journal was one, insisted that some mystery was involved in what was happening to it.

The mystery has been elucidated. Sixty thousand tons—about 18,000,000 gallons—are to be exported to American chemical companies in return for magic dollars. As the 1949 output of benzole from this country was 91,000,000 gallons, this is quite a bit of Britain's total production, and someone must make the sacrifice; that someone must inevitably be the motorist.

It may be that this changee for changee trading is brilliant improvisation in order that Britain can skate along the edge of the dollar gap; it may be that the "man in Whitehall" not only knows best but also has a sufficiently outstanding brain to spin this intricate export-import: web and still remember where all the threads lead. This benzole coup *may* represent the pinnacle of economic planning.

We motorists must be forgiven for taking the reverse view. If this is economic planning we unhesitatingly prefer the jungle, tom-toms and all. In fact, if the noise of tom-toms is heard from these offices in the near future, it will be from the heads of the staff, being banged against the wall. Lunacy is infectious.

## Motoring Penalties

**S**OME misunderstanding is evident over the attitude of this journal towards the severity of penalties for dangerous driving. Our arguments against their increase have been met with the comment that the law-abiding have nothing to fear, even if they should be involved in an accident.

We wish that this were true, and in saying this we intend no criticism of the judiciary. It is the fear that innocent motorists may become the victims of irrational prejudice or merely inaccurate judgment that prompts us to be wary of strengthening the community's punishment for this offence.

Accidents happen "in a flash," and only at rare intervals are independent witnesses available whose attention was on the vehicle or the victim at the time. By default, therefore, the evidence becomes conjecture and the few precise facts that are available come from police measurements and usually relate to speed.

Speed in relation to danger is one of the most controversial subjects on earth. The human estimate of speed can be wildly adrift, and the human reckoning of what is dangerous in certain circumstances is equally unpredictable. Lord Goddard has suggested that speed in relation to danger must be judged by the amount of traffic that might be expected to be on the road in question and we ask our critics to visualize the serious possibilities of this dictum. It is not difficult to imagine a bird's-nesting boy jumping suddenly from a hedge in front of a car on a quite deserted, straight road; skid marks might ultimately show the car to have been travelling at, say, 70 m.p.h. At the same time evidence might be given to the effect that the road was normally quite busy. How many of those who cry loudly for harsher and harsher penalties would feel quite confident if circumstances like these had caused them to stand before the judge?

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In North America parking meters by the kerbside are commonly used. This is a street in Leamington, Canada, and the car is the De Soto with the new two-door body.

## American Scene

By G. Geoffrey Smith, M.B.E.

### Part 3 (conclusion) : ROAD IMPRESSIONS OF SOME STATES AND A GLIMPSE OF CANADA

**O**N my way to Detroit to see what America is doing or about to do in car production (see Parts 1 and 2, June 2 and 9), I drove a latest Lincoln Cosmopolitan six-seater saloon, considerably placed at my disposal by the good offices of Sir Rowland Smith, the new Ford chairman at Dagenham. Luck favoured me in the matter of a driving licence issued in quick time by the New York Police Department, helped undoubtedly by the American Automobile Association, which also provided alternative routes for my trip. Normally a licence entails at least two visits to police headquarters, optical and other tests as well as a driving test being necessary. Having British, French and Belgian licences and proof that I had driven the much-publicized Rover "jet car," I coaxed the officials to test me forthwith in New York streets on the two-pedal Lincoln, and was sent on my way rejoicing.

The environs and traffic of New York are a nightmare to strangers but a driver was provided for the 650-mile trip to Detroit, and it was a relief when he adroitly crossed the bridges, negotiated the clover-leaf intersections and tunneled me under the river. With 18ft 4in of sedan, having the largest standard engine, I was soon on the road to Harrisburg and the great steel centre of Pittsburgh. Having seen much of America from the air and from railway Pullman cars, the opportunity of a long trip by road was attractive. By the time I took the wheel, traffic had thinned out appreciably; indeed on country roads inland, it seemed no thicker than in England, but after all America has so many magnificent highways to thin the traffic! My friend Mr. Wilfrid Andrews, Chairman of the Royal Automobile Club, had impressed upon me the magnificence of the Pennsylvania Turnpike. It is in fact very akin to the best German autobahns, and along its smooth concrete we toured at an easy 45 to 50 m.p.h. average, as we were in no hurry.

The Turnpike stretches 160 miles through the Appa-

lachian mountains, and it has four lanes divided in the centre. We trickled through the villages with an engine so smooth and silent that, when stationary, one wondered if it was still running. At times I opened out to test general responsiveness and reached 90 m.p.h., though I discovered later that 70 m.p.h. is the prescribed limit. The Cosmopolitan, a most impressive carriage, handles with extreme simplicity by throttle and brake pedals alone.

The latest transmission, a co-operative development of the Ford and Borg-Warner organizations, embodies a three-element torque converter and a three-speed planetary gear set. On the selector quadrant on the steering wheel N (Neutral) is located centrally. To the right is Dr (Driving) and Lo (Low) for severe hill-climbing and down-hill braking. Immediately to the left of N is R (Reverse) and then P (Parking) in which position a positive mechanical lock is established to prevent forward or reverse car movement on any gradient.

#### Automatic Gear Changing

Starting is effected on middle gear (Dr indicated) and is assisted by the converter, which has a torque multiplication factor of more than 2 to 1. An automatic change from middle to top, equivalent to overdrive, is obtained at some speed between 15 and 60 m.p.h. depending on the amount of throttle in use. A quick drop back to middle gear, to accelerate when passing or for hill climbing, is possible at any speed below 50 m.p.h. by a kick down of the throttle pedal.

Apart from providing a low ratio for climbing exceptional hills, the Lo position is used for braking downhill at speeds below 40 m.p.h. Furthermore, if on easy downgrades the car speed exceeds 40 m.p.h. with the selector in this position, an automatic shift occurs to effect brakin-

on the middle gear ratio. When the car is stopped after normal driving (Dr range) the transmission automatically changes down to middle gear ready for starting again. The driver needs to remember only one thing—to shift the gear lever to N when at rest or to P when parking.

As to comfort, there are few better sprung or more commodious bodies, though the seats and roof would impress some people as being rather low for town work. With broadcloth upholstery in narrow shadow stripes, and foam rubber cushioning in the backs of all seats, the riding comfort is quite exceptional. My opinion of the big car, apart from a heaviness when cornering, improved as we reeled off the miles to Cleveland, after which we filtered along the shores of Lake Erie to Toledo and Detroit, where traffic is exceptionally heavy at weekends. I stayed at Dearborn Inn, a delightful hostel on British lines, inspired by the late Henry Ford.

On a duplicate Lincoln Cosmopolitan I speeded round the Ford test track at Dearborn and noted that the steering is positive and reasonably light at speed on the bends. On this two-and-a-half-mile track there is a steep hill built from slag from the steel mill, providing a gradient of 1 in 3. The car was stopped at this point and restarted without protest. On one side of the track there is a section of huge cobbles, one stretch of 4in and one of 8in stones, on which suspensions are proved; 750 times over this stretch is computed to equal 50,000 miles of normal wear, and I can well believe it, for the buffeting cars of varying makes and types receive is staggering to behold.

After an eight-day round of visits to the chief factories, and trials of cars with automatic gears in and around Detroit, the return trip to New York was by another route and in an entirely different car. Following a highly interesting talk with Mr. Fred M. Zeder, vice-chairman, and his brother Jim at the Chrysler Engineering Division, I joined Bob Burke aboard a De Soto two-door, fixed-top saloon of new type with an automatic gear, and headed for the border at Windsor, over the Ambassador Bridge and along the Canadian shores of Lake Erie to the magnificent spectacle of Niagara Falls. Familiar place-names such as Essex, Tilbury, Leamington, Glencoe, Harrow, Blenheim, Charing Cross and London cheered one, as well as the sudden increase in the proportion of British cars, which was



The way to Canada is unmistakably shown at the Windsor borderline; ahead is the Ambassador Bridge over the Detroit River. The wide rear window of the De Soto is striking.

most marked. Generally the cars of U.S. make were of older types than in America, which suggests that Canada would be an ideal venue for the next British car show.

Of the De Soto I formed a high opinion. It is sturdy, powerful and responsive, and held the road magnificently when speeding along the good concrete or tarred surfaces of those regions. It should be stressed that transmission systems are constantly being improved in the U.S.A. and modifications in design are readily made as experiences dictate. The Chrysler, De Soto and Dodge at present use a fluid coupling of the open circuit type with baffle to give a minimum slip when running and a low drag torque when idling in gear. A pedal-operated friction clutch is utilized between the fluid coupling and the transmission. Four speeds are provided by a constant-mesh layshaft gear box, the driver selecting one of two positions for the finger-tip control, either low range or high range. The upward changes on those two ranges are effected automatically at a predetermined car speed by momentary release of the throttle, or downward by sudden depression of the same pedal. With helical gears the transmission is soft and silent and free from jerk, high range sufficing for starting on third and all normal driving, so that the gear lever is seldom touched. This is indeed simplicity in driving, for an interrupter switch, a governor and a solenoid under the floorboards automatically do all the thinking, subject to the driver's regulation of the throttle pedal. This suggests complication, as, indeed, do all these automatic gears with their servos and oil coolers, but unquestionably the transmission operates splendidly. In emergency it is possible to start Chrysler types with the M6 transmission by pushing the car in the low range with the friction clutch released. That is not possible in all examples.

### Fine Engines

Make no mistake; these hefty American engines in general are extremely smooth, flexible and lively in performance. Forget their fuel consumption and they are most impressive in road manners, for the engineering of automobiles has made vast strides in late years.

We finished a long day at Canandagua with 394 miles on the speedometer and I noted that, save for occasionally testing the low range gears and their effect, we were on third and top all day. Next morning we ran through farming country to Geneva, passing by five extraordinary lakes shaped like fingers. Near Syracuse we diverted our course to give a nephew of mine at the university there the surprise of his young life.

Afterwards we ran through rolling country to Binghamton and Port Jervis. Hereabouts we were among the most scenic part of the trip—the foothills of the Catskill mountains, and the Delaware Valley—though the beauty of the surroundings was spoilt for us as it rained incessantly and misty patches were frequent. What a boon the two-speed screenwipers of modern U.S. cars proved! I will spare the reader an account of our trials and tribulations as we joined the heavy traffic converging on New York on



Distant view of the skyscrapers of Manhattan from the East River quayside—a Sunday morning scene.



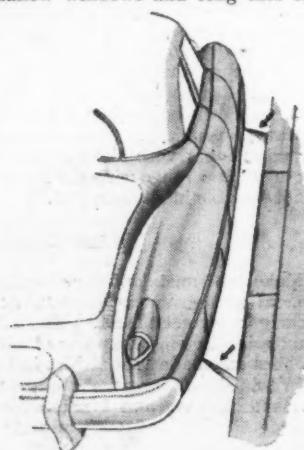
Stretching for 160 miles, the Pennsylvania Turnpike is the longest four-lane highway in the States. It is obligatory for drivers to draw into the soft sides when at rest.

## American Scene

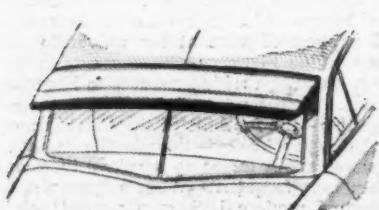
a Sunday evening on rain-soaked roads, with myriads of lights mirrored in the tarred surface, searching for Jersey City and the Holland Tunnel under the Hudson River in preference to Washington Bridge. Clover-leaf intersections and elevated roads are a nightmare to a stranger at the wheel. Constant enquiries at filling stations were always answered courteously and I take my hat off to the attendants, who appear to bear an unwritten sign, "Enquire within on everything." The automatic gear had a lot of use that night. Finally, at our hotel, bags were removed and an attendant at once jumped into the car to drive it to a garage ready for the morrow. In the hotel bedroom there was a small television set "for the visitors' comfort and enjoyment."

During the trip to Detroit and back to New York, I formed some quick impressions of touring and general conditions. Among other gadgets I noticed that many cars had fine, flexible wire cat's-whiskers at low level, front and rear, to scrape on the kerbside to indicate that the wheels were approaching. Shallow windows and long cars seem to have bred that need. Large, well-figured, bright instruments on the facia are the rule. Many cars have aluminium sun-vizors designed to fit the screen forepeak as an extra accessory fitting. Some cars I observed had Venetian blinds inside the rear window. Several, too, had wipers for the rear look-out.

Apart from the long Pennsylvania Turnpike and the attractive State of Michigan, I was not



Sun visor attachments for the screen were seen on a number of cars, and flexible, thin-wire, cat's-whiskers are used on many low-built cars to indicate proximity of the kerbside.



**continued**

so favourably impressed as I imagined I should be by the general scenery or road conditions of some of the interior States visited. There was not the freshness of rich greens of the English countryside and I was surprised at some of the squalid country villages and the absence of paint and upkeep of many wayside homes in a land of plenty. Outside the larger cities there were beautifully kept tree-clad gardens to provide shade, the brightly painted houses mostly having delightful sun loggias and entrance porches. The residential estates invariably had most attractive large private garages designed in keeping with the architecture of the house.

Road authorities do not seem to favour roundabouts as we do, even at important road crossings, so that judgment and delay are occasioned. But one-way streets abound in all towns. Newer roads are of concrete and usually with double tracks. At the sides the road surface is left loose and motorists may stop only after drawing on to these sections, a practice which reduces danger.

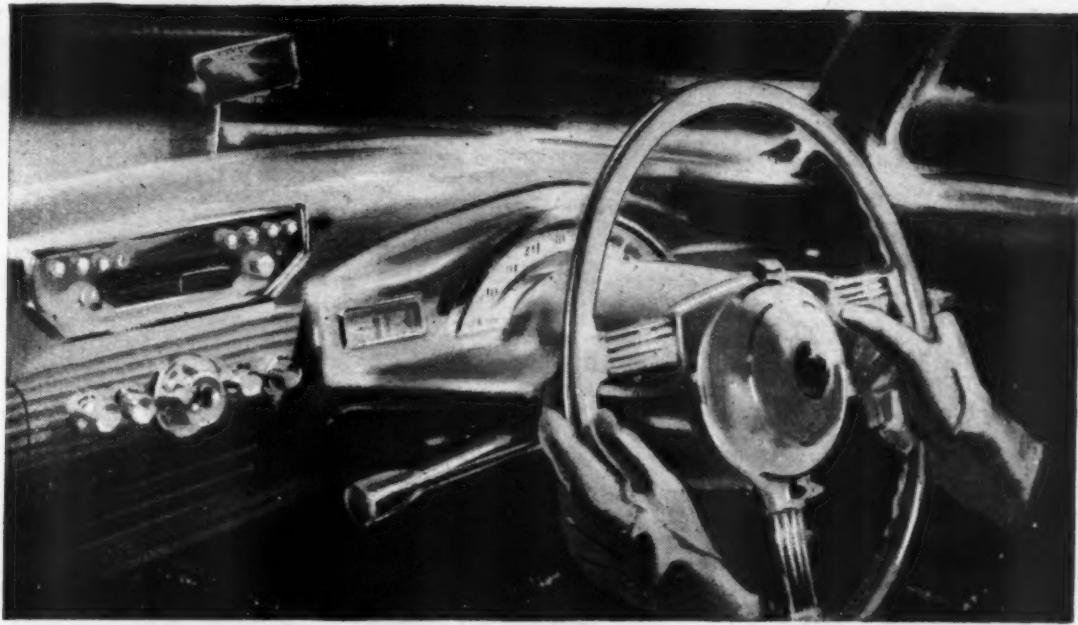
Open-air cinemas for patrons to remain seated in their cars are frequent, and on the outskirts of towns there are groups of picturesque small cabins or bungalows available for rent by tourists. There are "drive-in" restaurants where motorists eat in their cars.

### No Badly Lit Vehicles

At night America vies with France in ensuring adequate lighting of heavy vehicles to avoid danger. I saw several with as many as a dozen lamps indicating height, width and length, which is surely an example to this country. All cars have two generous-sized, bright ruby rear lamps, though one or two I observed had a blue central circle in the middle of the red which gave a conspicuous heliotope effect. By the roadside one sees many abandoned cars waiting for some defect to be put right, service labour being expensive, and I was told that after a time the police tow them away for disposal.

On the outskirts of towns there are many roadside displays of used vehicles at prices well below figures prevailing here. It appears that old cars are not easy to dispose of and many a serviceable six-cylinder old-timer may be picked up at about £70. No wonder that average workers, window cleaners, charwomen and "sitters-in" arrive at their work in imposing-looking vehicles.

Traffic in and around the cities is enormous; but they have no time for the amber warning light in America. Roadside parking is permitted and kerbside parking meters (one nickel for a period) are the rule in small towns. I was taken aback by the number of toll roads, tunnels and bridges. It is a great and lasting experience to tour in America and meet such co-operative people with a real interest in our welfare. The bountiful selection of food is prodigious, but it does have an effect upon one's purse, for travel is far more expensive over there than on this side of the Atlantic, even if wages and salaries are high.



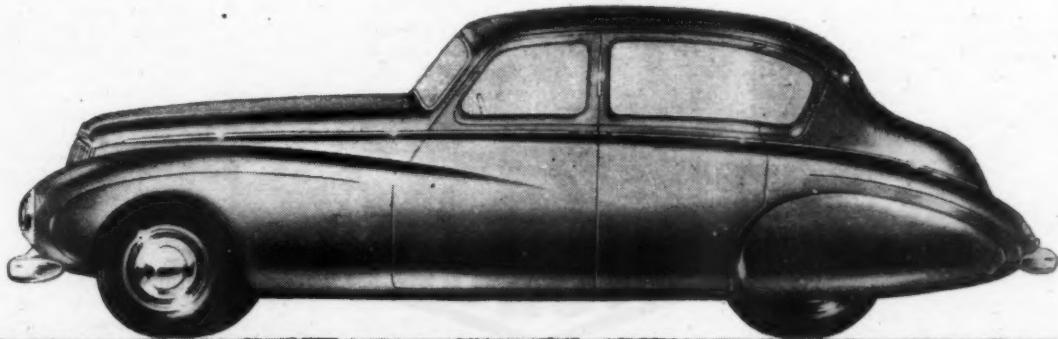
## *Everything under Control...*

The man who sits behind the wheel of the Sunbeam-Talbot is the man who knows and appreciates that sense of complete mastery which comes from driving an essentially safe, controllable car. Powerful, efficient O.H.V. engine provides vivid acceleration and effortless high-speed cruising. Within his reach, lie all necessary controls, and the easily read instruments are visible through the unobstructed top half of the steering wheel, itself.

set nearly vertical for precise needle eye steering. The "Opticurve" Panoramic windscreens offers vision free from distortion and dazzle, while all the stopping power of Lockheed hydraulic two-leading-shoe brakes are at his command. Fully proved Synchromatic finger tip gear control is ideal for the sports car driver, and added to all these features is a remarkable degree of comfort, and spacious enclosed luggage accommodation.

Sports Saloon

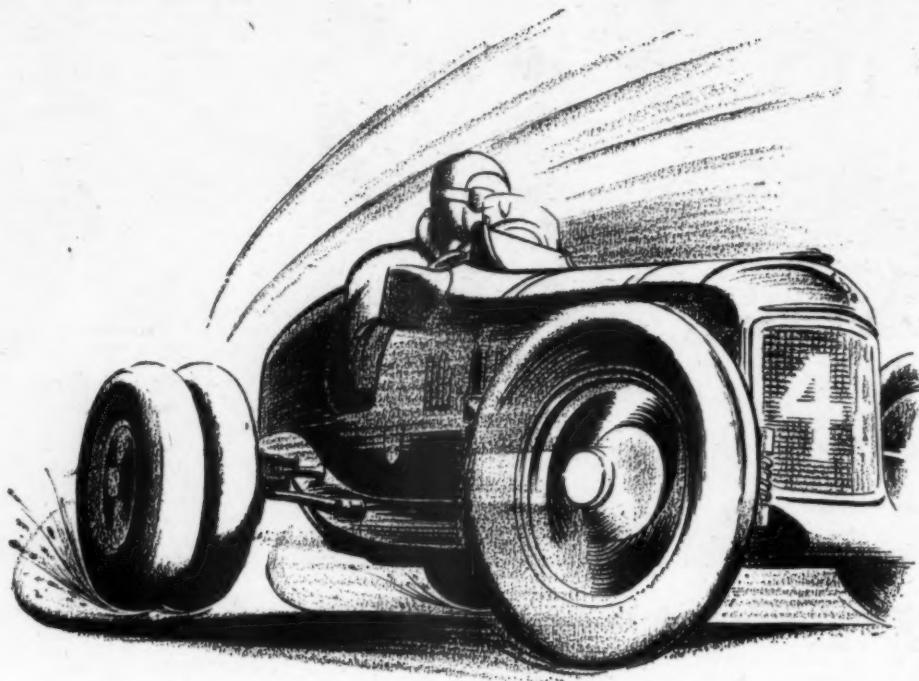
Sports Convertible Coupe



*Streamstyled for Performance and Beauty*

**SUNBEAM - TALBOT**

PRODUCTS OF THE 80 [Logo] 90 ROOTES GROUP



*RAYMOND MAYS at Shelsley Walsh  
established the fastest time for the day on  
June 10th, 1950  
using*



THE VIGZOL OIL CO. LTD., 113, PARK ST., LONDON, W.1  
& ORMSKIRK, LANCS.



On the Hillman bridge over the Suwannee river—a British Hillman Minx in the U.S.A.

## NEWS and VIEWS

### Two Protests

**S**TRONG protests against the onerous petrol tax and the purchase tax on commercial vehicles have been made by the council of the S.M.M.T. and the British Road Federation. The manufacturers fear that the importance of fuel economy will have a detrimental effect on engine size, forcing Britain back to the small engine, and the B.R.F. protest stresses the effect of increased transport costs throughout the economic structure of the country.

### Vanguards in Switzerland

**T**HE Chrysler designed Swiss factory at Schinznach-Bad, Switzerland, which has been under construction for two years, is to produce Chrysler, Plymouth and Standard Vanguard cars from c.k.d. parts. The plant covers about 7,000 square metres, and has cost 2,700,000 francs. Production is to be at the limited rate of ten cars a day. The official opening of the Vanguard section of the plant took place this week.

### Riley River Run

**T**HIS year's Thames river trip, organized by the London centre of the Riley Motor Club, will be on Friday, June 23, leaving Tower Pier at 6.15 p.m. The cost will be 17s 6d per head, and a brand new ship will add interest to the occasion. Intending participants should contact Mr. C. E. V. Wilkins, 15, Old Hatch Manor, Ruislip, Middlesex.

### Mechanical Handling Show

**S**PEAKING at the opening luncheon of the Mechanical Handling Exhibition at Olympia on Tuesday, June 6, the Rt. Hon. Sir John Anderson, P.C., G.C.B., G.C.S.I., G.C.I.E., F.R.S., M.P., president of the Dock and Harbour Authorities Association, said that in some respects we in this country lag behind in the technical equipment of industry and the application of scientific research. There was some resistance to mechanization on the part of Labour because of the fear of unemployment, although that spectre should have been

laid for good. Patience was therefore necessary, but obviously mechanization which, for example, allowed quicker loading and unloading of ships, would reduce freight costs and help industry to compete in foreign markets.

The 400 guests were welcomed by Mr. C. E. Wallis, M.B.E., chairman and managing director of Associated Iliffe Press Ltd., publishers of *Mechanical*

### OVERDRIVE EXTRA FOR VANGUARD AND TRIUMPH

**T**HE Laycock de Normanville overdrive will be available as optional extra equipment on future Vanguard and Triumph Renown cars. The price in each case will be £50 plus purchase tax of £13 17s 9d, making a total of £63 17s 9d.

Descriptions of this interesting overdrive, which is a combination of epicyclic gearing with hydraulically controlled cone clutches, were given in the issues of *The Autocar* of October 21 and 28, 1949. The overdrive is 0.082 to 1, hence a top gear ratio of 4.625 to 1 is increased to 3.79 to 1.

The overdrive is brought into use by lifting the gear lever upwards a short

distance when in normal top gear, and is disengaged by returning the gear lever back to normal. It operates on top gear only, and must be cut out before attempting to change down to second or first. The movement of the lever is pleasantly light, and produces a remarkably smooth and easy change. The effect of the overdrive is to give the car a feeling of "seven-league boots," for the comfortable and serene cruising speed is considerably raised. *The Autocar* has tried this overdrive on a Vanguard, and is at present giving it an extended test on a Triumph Renown saloon. Reactions are enthusiastic, and will be described in due course.

### DUNLOP

### RESEARCH

**A**N event occurred on Wednesday, June 7, which may have a far-reaching effect on, for example, the mileage motorists may expect from tyres in the future. This was the formal opening of the Dunlop research centre at Fort Dunlop by Sir Lawrence Bragg, O.B.E., M.C., M.A., F.R.S., Cavendish Professor of Experimental Physics at Cambridge University, who was introduced to a large and distinguished gathering at the preliminary luncheon by Sir Clive Baillieu, K.B.E., C.M.G., the Dunlop chairman.

The research centre houses 50 fully equipped laboratories in a total covered floor space of 154,000 sq ft and may be said to form the G.H.Q. of the 41 Dunlop factories, 25 of which are in this country

*Handling*, by which journal the exhibition is organized. He said that during the war it was a case of "mechanize or perish," but now had become a case of "mechanize or starve." Other speakers were Mr. David Blee, of the Railway Executive, and Mr. B. C. Morton, M.I.Mech.E., M.Inst.Gas.E., president of Mechanical Handling Engineers. The exhibition closes tomorrow, June 17.

### Birthday Honours

**T**HE managing director of Rolls-Royce, Ltd., Dr. E. W. Hives, becomes a baron in the King's birthday honours. This is a fitting tribute to the great work done by Dr. Hives during the last war and to the leadership of his firm in the post-war world.

Other motor industry personalities in the honours list were: Mr. H. H. Harley (knight), chairman of the Coventry Gauge and Tool Co., Ltd., and Mr. G. Legh-Jones, managing director, Shell Transport and Trading Co., Ltd. Freddie Frith, the famous racing motor cyclist, has been awarded the O.B.E.

distance when in normal top gear, and is disengaged by returning the gear lever back to normal. It operates on top gear only, and must be cut out before attempting to change down to second or first. The movement of the lever is pleasantly light, and produces a remarkably smooth and easy change. The effect of the overdrive is to give the car a feeling of "seven-league boots," for the comfortable and serene cruising speed is considerably raised. *The Autocar* has tried this overdrive on a Vanguard, and is at present giving it an extended test on a Triumph Renown saloon. Reactions are enthusiastic, and will be described in due course.

and the others in Australia, Canada, Eire, Germany, India, France, Japan, New Zealand, South Africa and the U.S.A. There will be close co-operation with the new Dunlop research centre in Malaya.

As one would expect, the equipment is extremely modern and includes an electron microscope which is at present being used for the study of rubber and carbon black. The size and shape of particles of carbon black cannot be seen under any optical microscope, although the electron microscope can magnify them up to 100,000 times. This instrument alone costs about £3,000. Use is also made of ultrasonic waves or "in-audible sound" for detecting air between the plies of a tyre casing.

# Disconnected Jottings

## Reading

THE reaction of Reading shopkeepers to the new parking restrictions in the Berkshire town inspires me. Obviously these merchants appreciate the value of the car for shopping, and are well aware of how their town serves the surrounding countryside. Every shop has a yellow and black notice in the window quoting a remark of the mayor to the effect that the new regulations are designed to ease the traffic flow and not to make life difficult for shoppers a-wheel. They go on to say that if police action leads a motorist into thinking the contrary the shopkeeper would like to be informed. Well done, Reading; some authorities are beginning to lose sight of the fact that although it is an advantage for cars to keep steadily moving it is also an advantage for them to stop now and again.



Reaction of Reading shopkeepers.

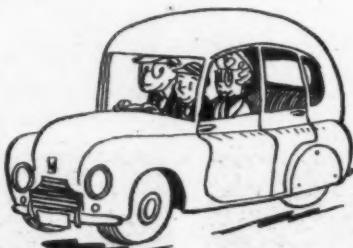
## Regency

THE other weekend I went through Brighton on a fine sunny evening. What a splendid town it is, to be sure; clean, well kept, and so full of pride in itself that the place is a tonic even without the ozone from the Channel winds.

The wide sea-front makes driving through Brighton easy and I am tempted to think that this is the best way of visiting it. My own tastes for a prolonged holiday lie more in villages on a creek, but I would not forgo my occasional short stops at our big seaside resorts, and Brighton must, I think, take pride of place amongst them. I notice that Mediterranean pines have now been planted along the super-mile between the piers, and have no doubt that they will further enhance that famous promenade.

## All in Front

I HAD always imagined that the popular modern bench seats were to provide extra space for the emergency and sardine-tin party of passengers. But now I am not so



Front seat motoring.

sure. Some days ago I watched a Vanguard coming into a parking place, with all three passengers in the front seat. And since then I have seen other cars, another Vanguard and a Javelin, also with the whole party of three in front. It seems that this front seat motoring is popular. Perhaps it has eased the old family problem of who is to go in front with Father. One of the passengers in each instance was a child. The child can be looked after and the spare parent can still ride as company for the driver in the front seat. What the effect of this possibly distracting squeeze may be on the driver is another matter, but these parties seemed to be managing well enough.

## True Story (I)

NUMBER one from the American owner of a Triumph Roadster: "I was parked in my Triumph at a drive-in in Phoenix, Arizona, when an excited pedestrian rushed up to me and asked what kind of car I was driving. For some reason or other—I suppose the devil took me for a moment—I answered jovially, but in a serious tone: 'Why, this is an African Umat made by the darkies in Belgian Congo.' It took a few minutes for this local yokel to absorb my explanation, so I continued: 'It employs a confused 27-cylinder motor, two banks of 13 cylinders, each horizontally opposed, and one going up and down in the centre. It develops approximately 500 h.p. at 10,000 r.p.m. with a 60 to 1 axle ratio.' Naturally, this man was so overwhelmed by my serious manner and seemingly unusual authority on the subject that he immediately tried to explain to two friends who drove up at the time what he had learned. Their comments were: 'Boy, that thing sure must be geared up for speed.'

## True Story (II)

NUMBER two from a Jaguar owner (Number one's brother): "One evening as I was leaving the cinema an excited group of young

men asked me what kind of car I was driving. I replied: 'Russian Trimski, made by the Mongols in the Salt Mines.' When further asked if it had been hot-ted up, or if it had any unusual equipment for expediting speed, I explained that the car was equipped with a double overhead lock washer, high lift choke, high compression oil pan, eccentric flywheel, milled spark plugs, and full race horn button. I also added that the car had a 324-speed transmission and the engine was not of the 4-cycle conventional type, but rather of a 4-3-cycle type of which one of the six cylinders was used exclusively for starting. These young fellows inquired about my licence plates, which incidentally had been made up especially for my car, and when I informed them that they were 'Lower Slabovia' they were mightily impressed."

\* \* \*

## Sum-up

COMMENT by number two: "If the average inquisitor were told that the Jaguar, for instance, was powered by a small flying saucer rotated on a co-axial plane he would undoubtedly be overwhelmed and believe every word of it because the British cars are so highly individual. I for one will stake my reputation on the fact that you can tell the average driver in the United States almost anything about British cars and he will believe it."

\* \* \*

## I Gotta Horse

OUT in Cairo the "trade-in" is fully used to attract custom, and the slogan "New Mounts for Old" has led one firm into an amusing transaction. The buyer bought his new mount, but the old one was

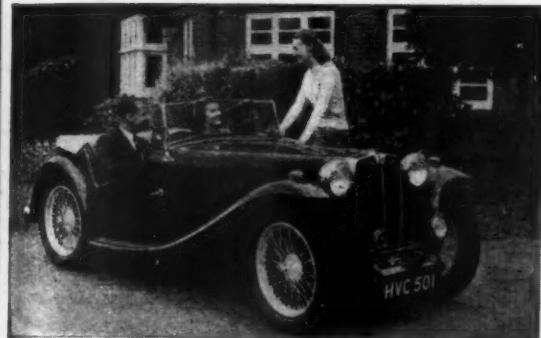


Trade-in.

a horse. Such a contretemps in no wise disturbed the car dealer, for business in Cairo is business, as it is anywhere in the fascinating East. He took the horse; he put it into "storage"; eventually he sold it as a race-horse, the specification for which animal more or less covered his commodity.

# Another season with your present car

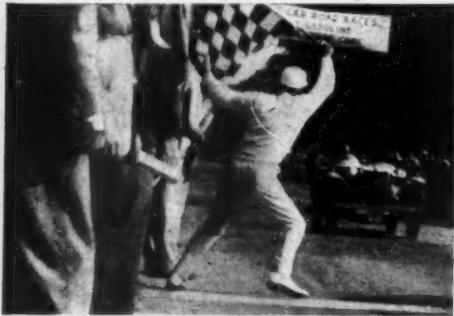
*How a famous Organization helps the motorist  
with his most vital problem — maintenance*



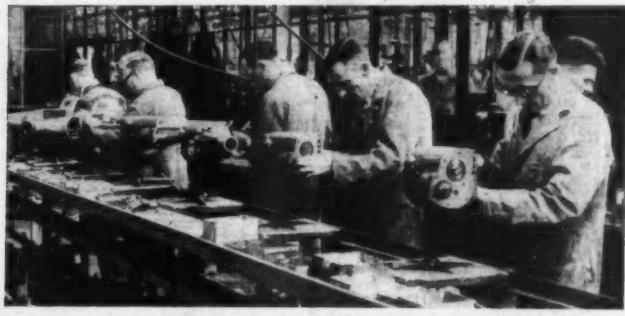
**BUSINESS, WEEK-ENDS, SHOPPING . . .** there's plenty for a car to do. Many cars such as Morris, Wolseley, Riley and M.G., which have done years of fine service, have still to be kept in good condition. New cars are coming off the line in greater quantities, but larger numbers are needed for export.



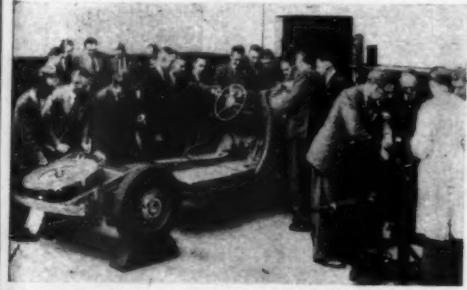
**KEEP YOUR CAR IN SERVICE.** There are more than 3,000 Nuffield Distributors and Dealers all over the country, whose job is to give your car a thorough check-over and estimate for keeping it in good running order. Their charges are reasonable, and their work is of the highest standard.



**BEHIND THE DEALERS** there stands the vast Nuffield Organization, which maintains Research Centres, operates over a dozen factories, and competes in motor-racing events to test the latest developments in motor-engineering. The expert knowledge, which your Nuffield Distributor and Dealer command, can make all the difference in tuning up your car.



**QUALITY FIRST.** One of the essentials of good running, particularly in an old car, is to replace worn parts with only genuine maker's spares. The reason for this (which is sometimes overlooked) is simple. A "spare" part must do exactly the same work as the manufacturer's original fitting, and must be every bit as good in quality. The only way to be sure of this is to insist on a spare made by the same manufacturer.



**YOUR MECHANIC IN OUR FACTORY.** Yes, these may be the mechanics who service your car. They are attending a course at a Nuffield factory. They come from appointed Dealers and are spending a fortnight finding things out for your benefit. When you've got factory-trained personnel looking after maintenance, you know your car is in the best possible hands.

## FOR SERVICE AND GENUINE SPARES

*look for these signs . . .*

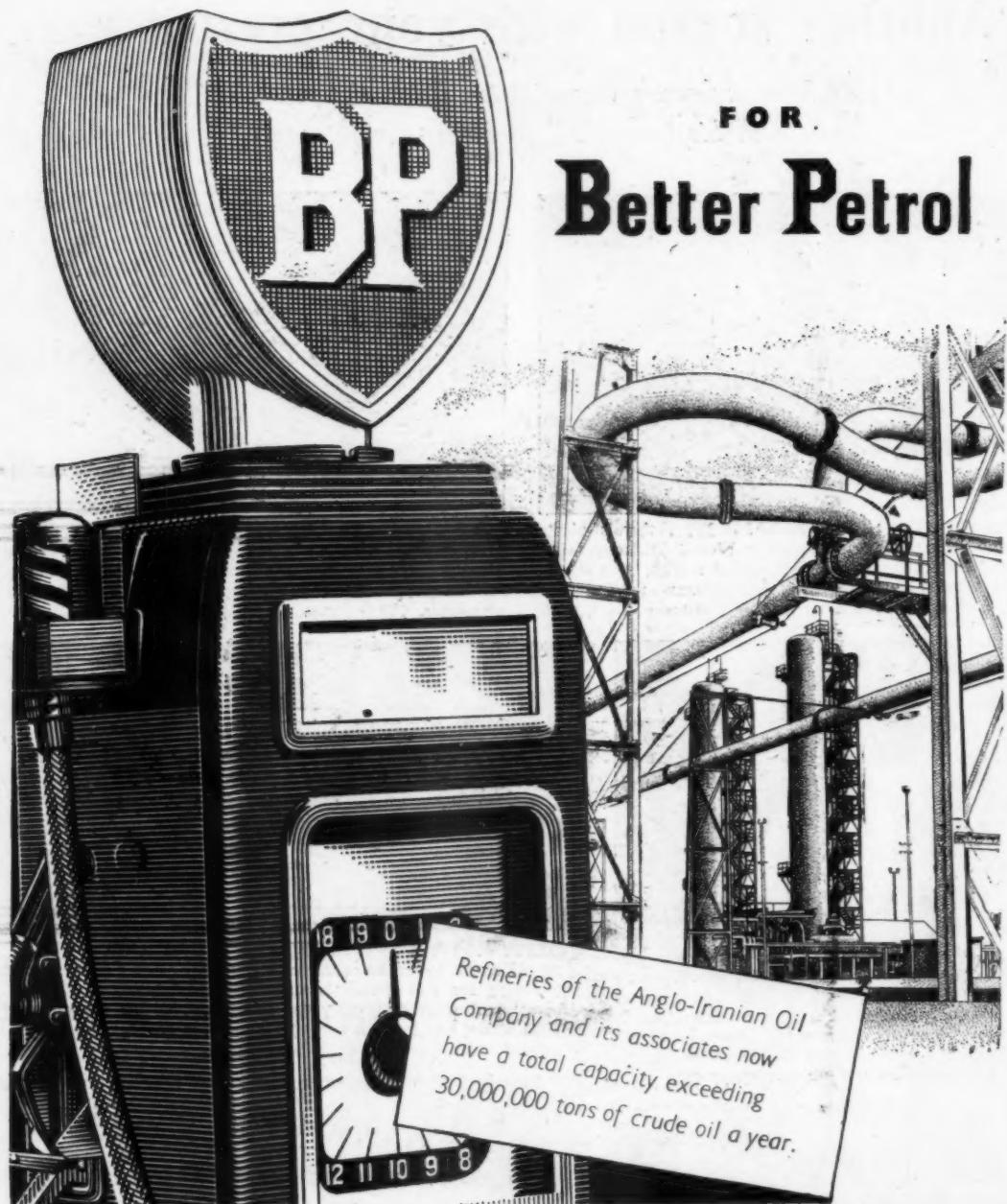
**MORRIS · WOLSELEY**



**THE NUFFIELD ORGANIZATION**



Overseas business:  
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Behind the BP trade-mark are all the resources of

**ANGLO-IRANIAN OIL COMPANY LTD.,**

one of the world's greatest producers of petroleum. When brands return this will guarantee the quality of BP petrol.

# The Autocar ROAD TESTS



## DATA FOR THE DRIVER

### 2½-LITRE DAIMLER

**PRICE**, with Consort four-door saloon body, £1,270, plus £353 10s 7d British purchase tax. Total (in Great Britain), £1,623 10s 7d.  
**ENGINE** : 18.02 h.p. (R.A.C. rating), 6 cylinders, overhead valves, 69.6 x 110.49 mm., 2,522 c.c. Brake Horse-power : 70 at 4,200 r.p.m. Compression Ratio : 7 to 1. Max. Torque : 110 lb ft at 2,000 r.p.m. 18.3 m.p.h. per 1,000 r.p.m. on top gear.  
**WEIGHT** : 31 cwt 1 qr 20 lb (3,520 lb). LB. per C.C. : 1.40. B.H.P. per Ton : 44.54.

**TYRE SIZE** : 6.00 x 16in on bolt-on steel disc wheels.

**TANK CAPACITY** : 14 English gallons (1½ gallons in reserve). Approximate fuel consumption range, 17–20 m.p.g. (16.6–14.1 litres per 100 km.).

**TURNING CIRCLE** : 42ft oin (L and R). Steering wheel movement from lock to lock : 31 turns. **LIGHTING SET** : 12-volt.

**MAIN DIMENSIONS** : Wheelbase, 9ft 6in. Track, 4ft. 4in (front and rear). Overall length, 15ft 2in; width, 5ft 4¾in; height, 5ft 5in. Minimum Ground Clearance : 6in.

#### ACCELERATION

Overall ratios	From steady m.p.h. of gear			Speedometer correction by Electric Speedometer
	10-30 sec	20-40 sec	30-50 sec	
4.30 to 1	11.9	13.0	15.7	
6.708 to 1	8.1	8.7	11.6	
9.976 to 1	6.4	—	—	
17.54 to 1	—	—	—	
From rest through gears to :				
sec	sec	sec	sec	
30 m.p.h. . . .	8.1	60 m.p.h. . . .	30.1	
50 m.p.h. . . .	19.2			

#### SPEEDS ON GEARS :

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st . . . .	12–19	19.3–30.6
2nd . . . .	25–37	40.2–59.5
3rd . . . .	38–54	61.1–86.9
Top . . . .	76/77	122/124

**WEATHER** : Dry, warm; fresh wind.

**ACCELERATION FIGURES** are the means of several runs in opposite directions.

Described in "The Autocar" of September 9, 1949.

Unmistakably a Daimler, yet modernized, the 2½-litre Consort saloon is a car of quietly distinguished appearance. The thin chromium-plated frames used for the windows permit maximum glass area, resulting in a good outward view for all passengers.

## No. 1409 . . . . 2½-LITRE

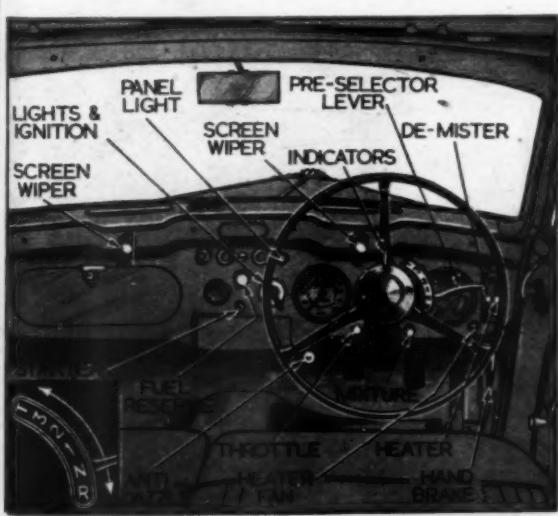
### DAIMLER CONSOFT SALOON

FOR the sterling qualities it exhibits, most of them well known to connoisseurs as inherent in the Daimler character, this latest 2½-litre Consort saloon is quickly liked. A comprehensive test, and "living with" the car for a period under owner conditions—which is one of the objects of these Road Tests quite distinct from the application of measuring instruments—leave also an abiding respect for a sound, unspectacular car of high worth. It is sober but distinguished in appearance, it has a roomy five-six-seater body which is comfortable and spacious and also gives the occupants a good view outwards. It is of a size overall that makes it quietly impressive and yet it avoids being unwieldy in the congested traffic of towns, and is used without qualms in narrow roads. It does well just those things that most motorists require of a car. Quality without ostentation is strongly suggested by this car, and it has all the performance ordinary motorists require, plus the ability to carry a full load, up to six people, without apparently making any difference to the handling or performance.

The Consort saloon was newly introduced at the last London Show, principally for export, and offers more spacious coachwork on the well-proved 2½-litre chassis than was provided by the existing model. The main mechanical features are a six-cylinder overhead valve engine in conjunction with the famous fluid flywheel transmission, a pre-selector gear box, and hypoid bevel final drive instead of the worm used for many years on Daimlers, and independent front suspension by means of coil springs. Total weight is lower than might be expected with a body generous in all dimensions, and acceleration is useful, the car quickly getting up to a cruising gait of between 50 and 60 m.p.h. on the open road, and proving lively if the driver wants to handle it briskly. That it is in no sense a dull car is the point that is being stressed; but, conversely, through the special properties with which it is endowed by the hydraulic transmission it is specially suitable to quiet, peaceable driving and pottering round the by-ways. Its suspension shows up well, too, over poor surfaces.

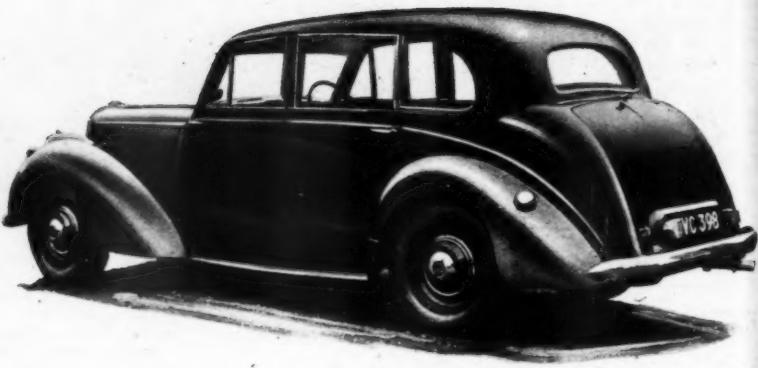
The presence of the fluid flywheel gives almost infinite top gear performance down to zero speed. It is possible to start the Daimler smoothly from rest on top gear, although naturally the acceleration is not then swift, nor would this be a recommended regular procedure. The comment is intended as an illustration of the exceptional ease with which this car can be handled.

No car is easier to drive, since starting from rest is a matter only of engaging first or second gear by moving the lever mounted on the steering column to the appropriate position on its visual quadrant, depressing the gear-changing pedal, which takes the place of a normal clutch





The familiar fluting of the Daimler radiator is preserved in a style similar to that used for the Special Sports; the actual filler cap is under the bonnet.



## ROAD TEST

— continued —

pedal, and then depressing the throttle pedal to move away. Subsequent gear changing is carried out similarly, without risk of making a noise, and top and third gears serve for almost all normal driving. Second gear remains in reserve as practically an emergency ratio on which, fully laden, the car will climb a hill of 1 in 6 calibre (approximately 16 per cent).

There is a further decided practical advantage in this transmission in that use of the hand brake for holding the car temporarily on an up gradient is avoided. Suppose that the Daimler is required to wait at traffic lights on such a gradient, circumstances in which many drivers find some difficulty, and when in any case many modern hand brakes prove inconvenient: All that is necessary is to have second gear engaged and to keep the engine gently running, sufficiently to hold the car against gravity on the slope but not fast enough to make it move forward. The left foot remains idle. When the traffic gets away the Daimler moves off smoothly on depression of the throttle pedal. In this particular box the epicyclic gears were not inaudible.

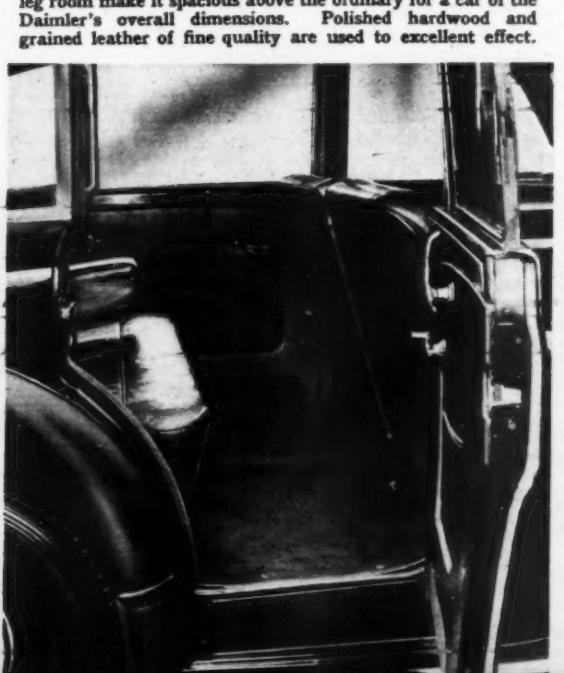
On a journey this car swings along very satisfactorily at 60 plus, and up to a full 70 m.p.h., which is not by any means the maximum, the running is free from suggestion that the engine is being forced. It is found that

The body style is conventional and shapely, with wings still sharply defined, and no running boards. The fuel filler cap, seen in the left rear wing, is of locking type.

good times are achieved on a journey without the driver making a special effort to hurry, and that it is a restful car, psychologically as well as physically, to the driver and passengers. The handling qualities are good, and there is a very strong impression of safety about the behaviour at all times.

Suspension characteristics are firm rather than soft. Shocks from road surface deteriorations are absorbed well, though at times there is some vertical movement, strictly limited in its degree. Laterally the car is extremely steady, with the result that, although the owner may never wish to indulge in such methods, it can be taken round bends fast without swaying or any feeling of insecurity. This has the valuable and perhaps more practical corollary, by average standards, that a quick swerve necessitated by an emergency can be safely performed, for in addition the steering is fairly high geared and, therefore, quick. It is reasonably light steering, however, at low speeds and for manoeuvring, and at speed feels safe and definite, not calling for any special concentration to keep the car on a normal course. There is nice castor action, the steering wheel coming back positively after taking a 90-degree turn, without the return movement being aggressive. No road shocks worthy of note are transmitted from the road wheels.

The easily reached adjusting catches of the front seats are seen, also the vertically adjustable elbow rests on the forward doors. The two halves of the front seats can be adjusted individually, but they meet at the centre and thus make it possible to carry three, the floor being clear of controls.



An all-but flat floor in the rear compartment and considerable leg room make it spacious above the ordinary for a car of the Daimler's overall dimensions. Polished hardwood and grained leather of fine quality are used to excellent effect.



Confidence is quickly gained in the Girling hydro-mechanical brakes, which operate hydraulically on the front wheels and through rod linkage on the rear wheels. The action from normal pedal depression is well graduated, and with firmer application there is all the power that is wanted for various occasions. The hand brake control is of pistol-grip type, placed to the right under the facia board, where it is quite convenient. As in addition the pre-selector gear lever is in the position it has occupied for many years in connection with the Wilson box, that is, on the steering column, there is freedom from restriction in the front compartment, enabling three to occupy the front seat on occasion. To this end the cushions and back rests meet at the centre, although each section is individually adjustable—an ideal arrangement.

The driving position is comfortable, with plenty of leg room and a large diameter spring-spoked steering wheel which permits considerable latitude according to taste and stature, since it is telescopically adjustable on the column. All the pedal actions have about the same feel and the throttle pedal is a comfortable treadle type. Vision over the bonnet is good. The right-hand wing is fully visible (in a right-hand drive car) and the left wing is in view by leaning over from a normal driving position. In some circumstances the windscreens pillars are rather noticeably wide. A very good view is given by the driving mirror.

### Reserve Petrol Supply

The instruments are sensibly arranged and very well illuminated at night, though not too brightly, and there are one or two unusual provisions of value among the minor controls. One of these is a pull-and-push control giving a reserve petrol supply of approximately  $1\frac{1}{2}$  gallons, a now most unusual feature which saves many a *contretemps* or need for special thought regarding fuel replenishment; while in addition to a mixture control for cold starting there is a hand throttle. The engine fires at once from cold with very little use of the mixture control, and then with the hand throttle partly opened the car can be, if necessary, reversed out of a garage under the control of the brake pedal.

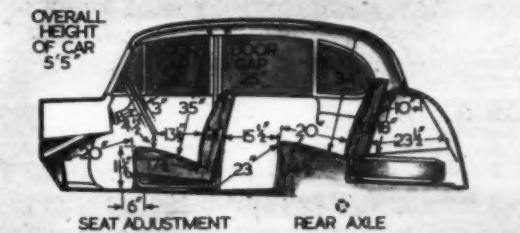
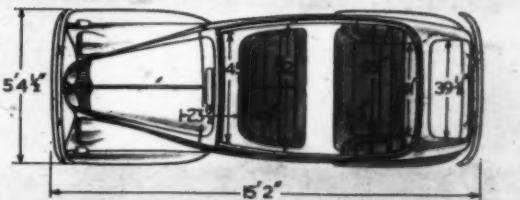
In the left of the facia is a lockable cupboard. Effective and tasteful use is made of polished hardwood in the body.

Fair luggage space is provided and the interior of the compartment is well finished. The lid can be firmly secured in the open position as a supplementary platform. The lid of the separate compartment in which the spare wheel and tools are carried can be locked by the one key which serves all purposes.



The two bonnet upper panels are released from inside the car. They give adequate top access to the well-placed auxiliaries, including ignition distributor and carburettor on the left and right sides respectively. The sparking plugs are concealed by a very easily removed moulded plastic cover. Oil and water fillers and the engine dipstick are convenient. Water connections for the interior heater are seen, also the radiator and fan unit mounted neatly on the bulkhead and the air intake vent, on top of the scuttle, for this system. Under-bonnet layout is markedly neat and sensible.

FRONT TRACK 4'4" WHEELBASE 9'6" REAR TRACK 4'4"



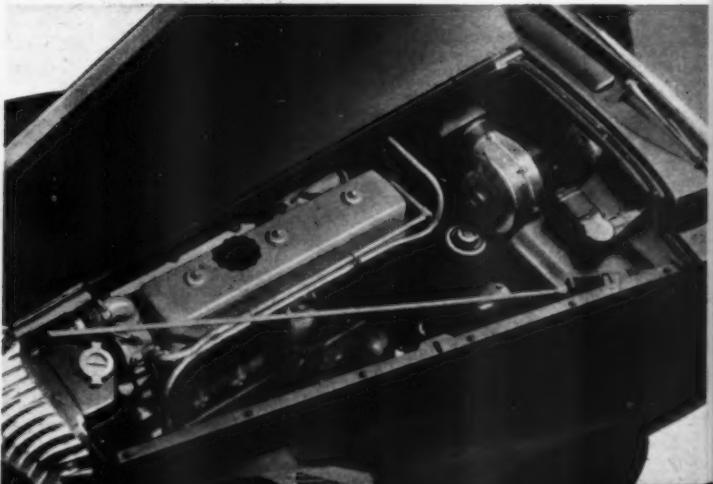
Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

which in conjunction with the fine quality grained leather upholstery gives an unmistakable touch of quality, superimposed on the very real quality which is built in beneath the surface of a Daimler. Extended experience of this car, as gained during the present test, produces a strong impression of dependability.

The rear compartment is notably roomy and has a central folding arm rest in the seat back rest. Extra control over ventilation is given by means of pivoted sections in the forward doors, additional to the drop windows. These ventilators can be opened to admit a gentle breeze or be swung round to act as air scoops and promote a really useful cooling draught in hot weather. A sliding roof is not fitted, nor is there a rear window blind.

A heating and windscreens de-icing and demisting system is fitted as standard and controls for this installation are immediately in front of the driver. Fresh air is admitted via this system through a rearward-facing fixed vent, protected by a close mesh, mounted externally on the scuttle.

The horn note is strong, but not unmelodious. On this model the bonnet opens in two sections of upper panel from a central hinge, the release catches being on each side in the front compartment. An excellent feature of the equipment which should contribute materially to chassis longevity, as well as keeping down maintenance charges, is a system of automatic chassis lubrication which takes in all the steering connections and the rear spring shackle pins. This Girling Bijur installation is operated thermally from an expansion chamber in contact with the exhaust manifold. Easily operated D.W.S. jacks, permanently attached, are also part of the equipment.





Slow start. A blizzard on the Mont Cenis pass.

## Fast Look Round

by  
**GORDON WILKINS**

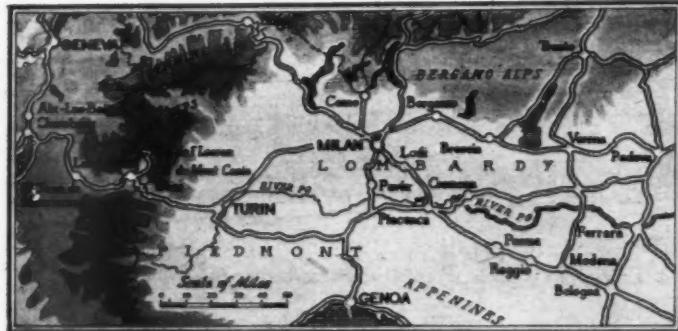
### 3,000 MILES ON THE CONTINENT WITH THE MARK V JAGUAR SALOON

**I**T is rarely possible to convince anyone that it is hard work writing for *The Autocar*; let us say rather that it often means going a long way and doing a lot of things in a short time. For example, at the end of April and the beginning of May it involved me in a visit to Italy to cover the Mille Miglia, visit the Lancia works to describe the new Aurelia, see the Milan Fair, cover the Turin Motor Show and fit in visits to Alfa-Romeo, Cisitalia, and several other factories besides trying a variety of new cars on the road.

The whole programme, including journeys out and home, had to be compressed into a period of three weeks which unfortunately included two long holiday week-ends in Italy, one to celebrate the anniversary of the Liberation, which fell on a Tuesday and was therefore made the occasion of a four-day shut-down of most industrial plants, and one for the workers to celebrate Labour Day, May 1, which happened on the following Monday. The intervening working days therefore had to be used to good effect and some quick, reliable transport was called for. It seemed just the sort of job for which the Mark V Jaguar was designed, and happily there was one available.

I must confess to a slight lifting of one eyebrow when the car was delivered without any spare parts at all, other than a couple of lamp bulbs, but by the time the trip was over I realized that the manufacturers had good reason for their display of confidence.

**Export encounter:** An officer of the American Air Force lands his new XK120 Jaguar at Dunkirk en route for his station in Germany.

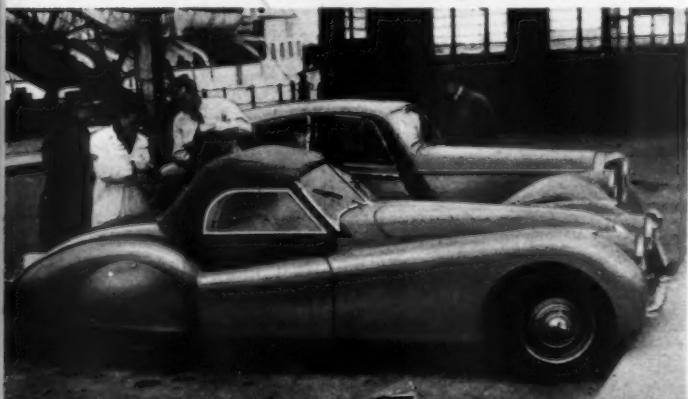


The first task was to pick up some passengers and luggage, involving a run of 100 miles out of town, which had to be done in the middle of the night owing to shortage of time, and over one deserted stretch, 63 miles were covered in just an hour without any particular effort. After this early demonstration of easy running, sure control, fine brakes and unusually good head lamps the return journey to catch the ferry at Dover was made in good spirits undamped by high winds and heavy rain.

On an earlier visit to Italy, in February, I had a day at Sestriere, that fantastic winter sports resort which poses like a film set against a background of dazzling snow in a fold of the Graian Alps, and there seemed every prospect that the snow would last through April. Other members of the party had seen pictures of those strange cylindrical hotels, and wanted to assure themselves that they were real; the idea was, therefore, to cross into Italy over the Mont Cenis pass and make a short detour to embrace a day's skiing at Sestriere en route for Turin.

Everything went to schedule until we left St. Jean de Maurienne to tackle the 6,500ft Mont Cenis. Leaden clouds obliterated all sight of the mountains ahead and rain soon turned to snow as the Jaguar tackled the lower slopes. We were now five up; and had a heavy load of luggage, but the Jaguar was accelerating up to 50 m.p.h. in top gear between the hairpins, until the snow began to thicken.

Driven by a strong wind, the snow was drifting rapidly and it soon became impossible to distinguish the road from the surrounding rocks. It was just a question of steering from one granite marker post to the next, with the know-



ledge that the first wrong guess would be the last for some time. Eventually all distinction between earth and sky was lost and there was only a dazzling world of white, punctuated by the tops of the guide posts. We had no chains with us, but we pressed on, and eventually reached the summit. At the frontier post we were quickly passed through by the French customs officers, but the Italian post was some miles farther on, down in the warmth of the valley, and before we reached it we had to negotiate many hairpins where the snow was already a foot thick.

We were among the last to get through. Down below, the traffic was already turning back, and from then on the pass remained closed for a week. By the time we were threading a way through the jostle of peasants, poultry, sheep, pigs and goats gathered together for a wet market day in Susa we had achieved a grateful appreciation of the Jaguar's heating and ventilation system, for its comfort and its handling qualities. And what a help the old-style gear lever is in retaining control of the situation when all four wheels want to slide and a precipice yawns at the edge of the road!

Soon we were climbing again, back into the storm, bound for Sestrière, while I painted a glowing picture of the lunch we would enjoy at the Duchi d'Aosta. Well, we reached Sestrière, but we never saw it. Lost in the blizzard, it was closed for the summer! Hotels were shuttered, bolted and barred, and the only living creature in sight for miles around was a dog which tried to bite me as I



The castle of the Sforzas, one of the show places of Milan. Started in 1386, it was reconstructed by Francesco Sforza in 1451.



The photogenic fountain in Milan which forms the background to so many photographs of Italian coachwork.

Below: Known to racing enthusiasts as the home of Nuvolari, Mantua contains many fine buildings dating from the twelfth to the eighteenth centuries, when it was a leading centre of art and culture under the Dukes of Gonzaga.

huddled against the driving snow to take a photograph.

The passengers forbearingly made no further mention of lunch and I made no mention of ski-ing, as we pushed on for Turin, accumulating a vast appetite for dinner.

Max Millar was to stay in Turin to make a start on his drawings of the Aurelia while I went on to Brescia, but there was time to enjoy with him the *grissini*, that crisp and slightly sweet Torinese bread which comes in long thin rolls like push-rods, to sample the *scampi*, those great fat Italian shrimps, the *capretto*, the roast kid which is so good, and the *fragole*, the wild strawberries which are served drenched in Marsala. We were also able to commence an investigation into the merits of the rich red Barolo, the Valpolicella, and the sparkling red Grignolino. Somewhere Max must have found inspiration, for the drawings which he did, under conditions of great difficulty, were superb.

The Mille Miglia, extending over a thousand miles of road, starting at midnight on Saturday and finishing in the rain-washed dawn of the following Monday, was not an



## Fast Look Round . . .

However, all is not lost if the autostrada exist to enable you to arrive in person in less time than it takes to get through on the telephone. The drawback is the cost of petrol, for although the Jaguar had no outrageous appetite, I several times spent £3 in a day on fuel and on one day the figure was just about £6, which on the current scale of business expense allowances left me with precisely nothing to buy food and lodging for the day. With petrol at over 7s per gallon the tourist in Italy needs to plan his route with great care.

It was a depressing sight to see strikers playing football in the shops at Lancia and this, combined with the holidays, put us behind schedule to an extent which could only be made good by again working through most of the night and making another early morning dash of 88 miles to catch a plane at Milan.

Fiat are also involved in the Communist-inspired strike programme. Output is held back, workers are beaten up and several of the executives I met had been imprisoned in the factory as hostages when the Communist boss Togliatti was shot some time ago.

### Social Distinction

Life is not easy, but the factory workers are probably not so hard hit as other sections of the population. Wages have been jacked up as the cost of living increased and a skilled man in a car factory probably earns about 50,000 lire a month, whereas there are university professors who have to exist on 35,000. Herein lies the key to a good deal of fellow travelling by Italian intellectuals.

Certainly the workers seemed to enjoy themselves at the Milan Fair, which was like the London and Midland sections of the B.I.F. combined in one vast park. They packed the roofs of the exhibition buildings to watch the helicopters take off and land, gazed at the aero engines, marine engines, cars, scooters and motor cycles, and wandered round among a bewildering array of exhibits from railway trains to ceramics, and from Jugo-Slavian tractors to new American machines for making macaroni.

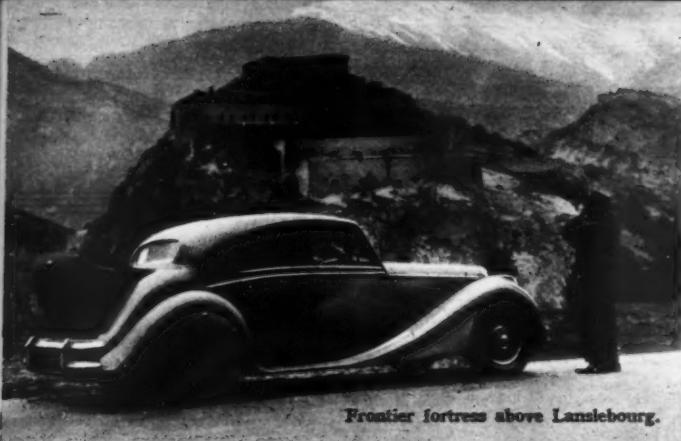
Of the British exhibit it would be charitable not to speak. Unfortunately it served to fortify an impression in Italy that the British Government is not interested in fostering inter-European trade, but only in solving its own dollar problem on a unilateral basis. Impatient at the failure to reach trade agreements, Italian car manufacturers have offered to barter cars for British accessories but have been turned down flat by the British authorities. Conversely, Georgio Legnani, director of the superb new Palace Hotel and its adjoining garage in Milan, assured me he could sell 24 Jaguars at once, but he fears he is not likely to get them.

The appearance of the XK Jaguars aroused enormous interest in Italy and after the race I heard people pointing out my saloon to each other in traffic blocks: "There's a Jaguar, the British car which ran in the Mille Miglia!"

The fact that the great champion Biondetti chose to drive one undoubtedly caused many people to look for a first-time Jaguar victory, but it is relevant to mention that Marzotto is believed to have paid over £5,000 for the winning Ferrari. Moreover, Alfa and Ferrari entered experimental cars, as they were fully entitled to do, with engines of a size which they judged best for this particular race. Against that the performance of a production type new to racing needs no apology, and the lessons learned were of a kind which might not be acquired for years by a manufacturer who lacked the confidence to risk the hard test of international racing.

Biondetti was second only to Marzotto in time on the run from Rome to Brescia, despite a stop for a tyre change and for water. The pace set by the leaders is now so hot that it is possible to wear out rear tyres in 250 miles, and this makes Rudge hubs desirable for quick wheel changes. In this as in other matters, Jaguar Cars would probably like to stick to the specification which has enabled them

The paddy fields of Italy are now a familiar sight alongside the autostrada. Rice production is being increased to make up for the loss of Far Eastern supplies and the export of rice is forbidden by law.



Frontier fortress above Lamiebourg.

easy race to report and it was Monday evening before reliable results were available.

The story could be phoned or wired, of course, but transmission of pictures was complicated by the fact that in this age of progress, air mail between England and Northern Italy takes four days to arrive. The only course was to send practice and race pictures by air freight, which meant shuttling back and forth between Brescia and the two Milan airports at inconvenient hours. It was only possible to manage three or four hours' sleep a night and in such conditions one appreciates a car which will take to the autostrada as its natural element and do 70 miles in the hour without stress or effort. Comfort is increased by the fact that at speeds up to 75 m.p.h. the engine is virtually inaudible.

After seeing the fast cars off in torrential rain on the disastrous first stretch of the race from Brescia we had a second breakfast, the first having been taken in the middle of the night, and set off across country via Mantua to Bologna to see something of the opposite side of the course. I was armed with the highest priority passes but efforts to see something of the race in the streets of Bologna were completely thwarted by a truculent sergeant of carabinieri.

### Unofficial Entrant

I have normally no faith in the theory that English spoken loudly enough opens all doors, but I tried it this time. It soon produced a pushing contest which seemed likely to open nothing but the door of a local jail, so I tried him in Italian and asked if I could drive up the course to a more suitable place. To my astonishment he said "Do what you like, but get away from here," so I drove on to the course and joined the race.

Efforts are made at towns and villages to divert traffic to side roads, especially with vehicles going in the opposite direction to the race, but provided a car is going fast enough in the right direction no one tries to stop it and the Jaguar rarely dropped below 80 m.p.h. on the 57 miles from Bologna through Modena to Parma, where we turned north for a short cut back to Brescia.

Before going back to Turin to describe the Lancia, I tried to make contact by telephone and came into conflict, not for the first time, with the Italian telephone system. At Brescia the delay on trunk lines was at least  $1\frac{1}{2}$  hours and I was advised to go on to Milan and try from there. Milan was reached in about an hour, but after waiting nearly  $1\frac{1}{2}$  hours at the G.P.O. I cancelled the call and learned a new trick. If you get tired of waiting and cancel the call, you pay a booking fee just the same. Such a simple way of thwarting the desires of the consumer and simultaneously adding to the revenue surely cannot long escape the notice of Sir Stafford Cripps.



JUNE 16, 1950

Continued

The garages of the Villa Mazzotti, headquarters of the Jaguar team for the Mille Miglia, which were placed at their disposal by Comm. Binda.



to offer the world's fastest production car at such an astonishingly low price. It was never intended as a racing car, but public opinion is now expecting great things of it. So, incidentally, is Biondetti, and in writing of his plans recently he said, "Without detracting from your beautiful car I hope to reduce the weight by 550 lb." The exercise should be instructive for all concerned.

I had several visits to make in the Milan and Como area before returning once more to Turin for the opening of the Motor Show and as usual there were so many things to see and do there that it was necessary to make a fairly quick trip back. I left Turin at 6.30 one Saturday evening, crossed the Mont Cenis, this time in a thunderstorm, but with no snow to cause delay, had dinner at St. Jean de Maurienne and stopped just before midnight at Chambéry.

We were now four up, and left Chambéry at 8.40 the next morning. We stopped whenever the mood took us, did some shopping, took a lot of photographs, ate a

On the garage wall hangs a racing car driven in one of the first races by Franco Mazzotti, one of the originators of the Mille Miglia

23 years ago.



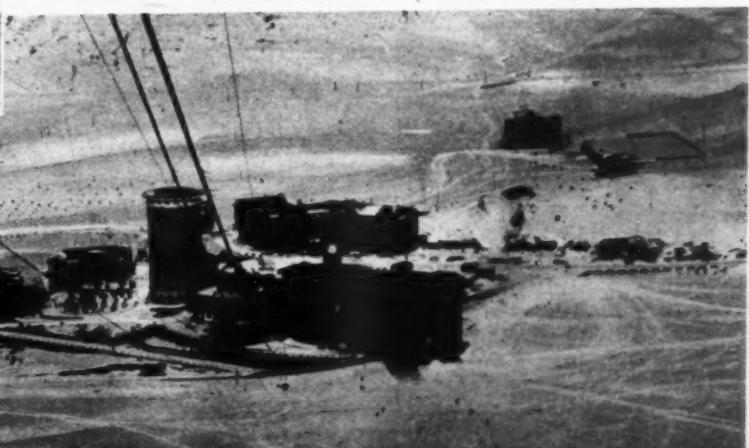
leisurely lunch at Chatillon, had tea at Peronne and were alongside the boat at Dunkirk at exactly 10.30 p.m. Total time of stops was 3 hours and 17 minutes, giving a running time of 10 hours 33 minutes for 504 miles. Average speed 47.8 m.p.h.

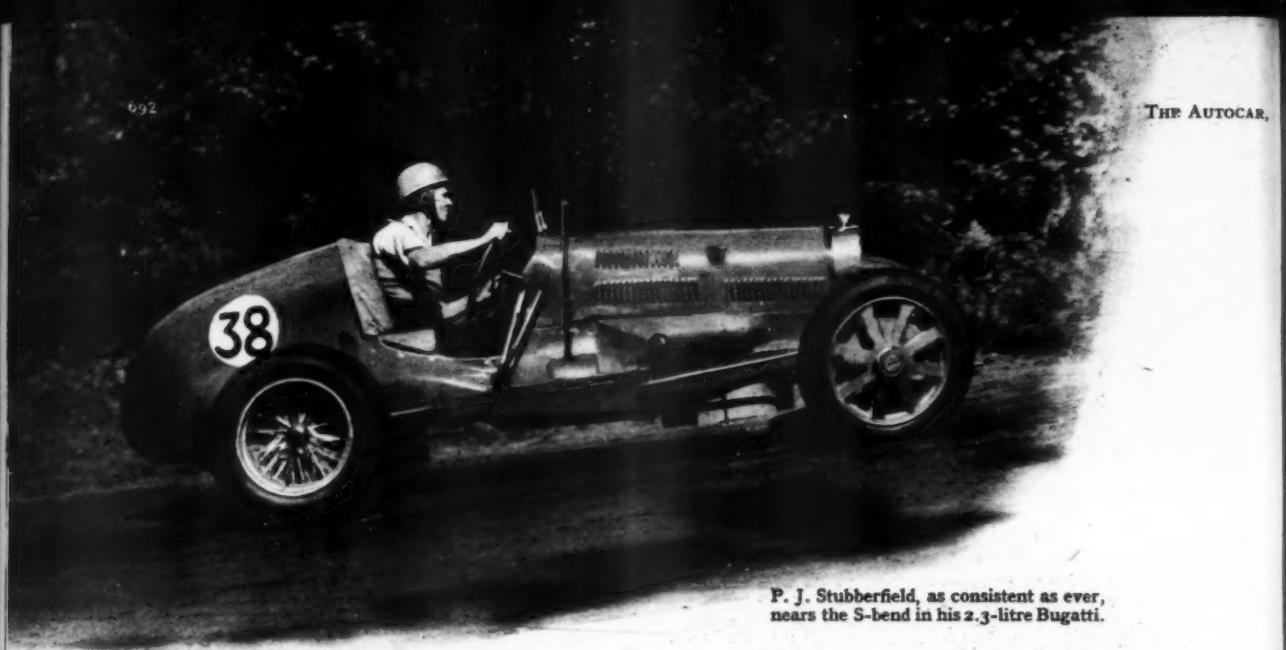
When the time came the Jaguar was handed back with real reluctance. Total mileage (corrected) was 3,376 miles and most of it was covered at speeds of 70 m.p.h. and over. Fuel used was 206 gallons, giving 16.4 m.p.g. and oil consumption worked out at 2,850 m.p.g.

The car did not give a moment's trouble of any kind and showed an extraordinary ability to cover long distances at high speeds, without tiring driver and passengers, which just cannot be appreciated in the restricted conditions of motoring in Britain. Starting was instantaneous regardless of the fuel used. In view of the prices ruling in France and Italy *tourisme* and *normale* were frequently used instead of the super grades, but pinking was never a problem. The toolkit was opened only once to check tightness of wheel nuts, which proved quite unnecessary.

At a time when social upheavals and political divisions cause many people to have doubts about our destiny, it is a tonic to travel abroad in a Jaguar. For foreign observers its tremendous performance, delivered without fuss, seems to express the British way of doing things. Its soft leather, fine woodwork and meticulous detail finish are tangible evidence of British craftsmanship.

(Left) Sestrières closed for the summer.  
(Below) Sestrières open for the winter.





P. J. Stubberfield, as consistent as ever, nears the S-bend in his 2.3-litre Bugatti.



Broadsiding on the top corner—Spollon with the J.A.P.-engined Merton special. Below: L. Bond (Bond) motoring round the same corner in the 500 c.c. class.



## SLOW SHELSLEY

### MELTING TAR HANDICAPS DRIVERS : MAYS AGAIN MAKES FASTEST TIME

**S**HELSLEY WALSH last Saturday basked in a perfect June day and the event should have been first-class. But despite the perfect weather circumstances combined to render it somewhat tame, if one excepts the fact that Joe Fry was unlucky enough to damage his famous Freikaiserwagen somewhat seriously on his first run, happily without serious injury to himself.

The proximity of other events had robbed the entry list; the hot spell had caused the tarred surface to become soft and distinctly treacherous in places, and some of the cars which might have produced exciting times were either not ready or turned temperamental. Raymond Mays—and none should know better—said that he had never known the famous hill in slower form. All the same he managed to infuse some interest into the latter end of the afternoon by making a masterly ascent in 38.61 sec, fastest time of the day but 1.26 sec slower than Fry's record time at the June meeting a year ago. Mays' new sprint car, unfortunately, is not yet ready, so that he used his Zoller-blown 2-litre E.R.A.

Just before 1.30 p.m. Leslie Johnson made an *ascent d'honneur* in the white Jaguar XK120, with Bill Heynes—Jaguar chief engineer—as passenger. The sleek low car was fast, quiet and most impressive. After it returned down the hill the staccato mutter of the 500s could be heard as they moved up to the starting line. Then H. C. Lones' red Tiger Kitten came hurtling up to the S-bend, took the hazard smoothly and well, and could be heard accelerating fiercely to the finish. A technical hitch held his time up for a short while but when it came through it was good, 43.89 sec. Jeremy Fry on the J.A.P.-engined Parsenn was exactly 1 sec faster, sliding the little low white car out of the S in fine style. P. J. Collins' Cooper was held to the centre of the road and was both fast and steady; time 43.86 sec.

E. J. Moor was unlucky, his Wasp misfiring badly, "nervous of the driver's colourful socks," suggested a wit. The new Bond, with front-wheel drive, was noticeably steady in the S-bend but quite swift.

First up in the 1,100 c.c. class was Ken Wharton on the 996 c.c. Cooper with which he had clocked 38.38 sec in practice. He hurtled up through the Kennel bend, was a shade too fast entering the S, weaving a little in consequence, and accelerated fiercely to the finish—39.89 sec. G. H. Symonds on the little white blown Austin was fast but curiously unsteady, hitting the bank as he came out of the S.

R. S. Heinrich had suffered a bent valve only half an hour beforehand, and had laboured hard and well to get his H.C. Special on the line; he toured up, misfiring badly, and actually petered out before making the finish paddock. A. Southon seemed to find the Wolseley-engined Becke Powerplus rather a handful coming through the bends.

Then Joe Fry came to the line on the two-stage blown Freikaiserwagen, shot away fiercely, struck a patch of soft tar, did a prodigious slide, hit the bank, and turned on his side. All before one could say "Freikaiserwagen," observed John Bolster in describing it over the P.A. system. Happily Fry was no more than shaken, but the car was badly battered, although the works seem to have escaped unscathed. Hard luck, Joe!

After the excitement was straightened out a marshal provided comic relief by sweeping the S-bend with a brush which continuously parted company with its handle. Then B. Spollon came shooting into sight on the low 1,000 c.c. Merton, the little yellow car fairly devouring the gradient and flashing through the S; time 43.39 sec. C. R. Instone, driving "Djinn," shown as having the blown 995 c.c. engine in the programme, but just fitted with the new unblown 1,100 c.c. J.A.P. unit, held a good course and



Raymond Mays, who made fastest time of the day, on the first half of the S-bend.



Sliding on the last corner, Ken Wharton nips up with the Cooper 1,000 to make fastest time on the first runs.

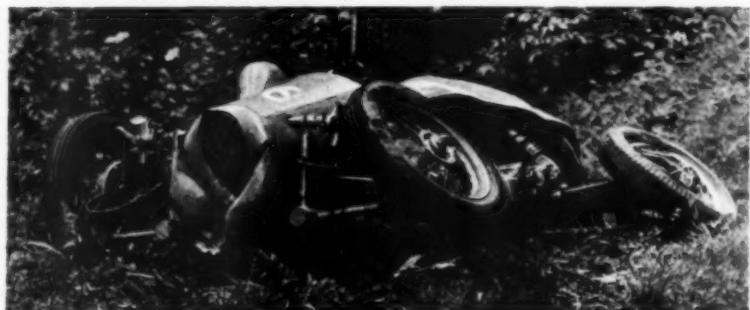
seemed to miss some of the worse bumps, putting up the fast time of 42.46 sec.

Next up was Miss Betty Haig on a 996 c.c. Cooper, changing down a little late as she came through the S but handling the car nicely—43.74 sec. Mrs. Joy Cooke followed, also on a 996 Cooper, taking the S-bend steadily and clocking 45.33 sec.

K. H. Miles led the 1½-litre class on the Meadows-engined Triangle Special, cornering with such verve that he got almost broadside on in the S. Lady Mary Grosvenor, on the nicely turned out Alta, took the S with respect and accelerated away. G. N. Richardson was fast through the bends, his blown Riley-engined R.R.A. obviously giving a

D. W. Neale slid the 3,818 c.c. Neale Special up on the off side of the S but held it well. F. A. Norris on his Alvis-engined 3,570 c.c. A.N. Special was fast and steady in 43.66 sec. K. McAlpine's black 3,015 c.c. Maserati was 0.46 sec better, taking a perfect course through the bends. Alice Pitts on the Hudson-engined Triangle Special had a slide in the S but was fast.

After an interval came the second runs, but comparatively few bettered their first times unless they had been unfortunate and had some gremlin about. J. W. Burgoynes on the ex-Stirling Moss 497 Cooper made his first appearance and clocked 43.93 sec. Moor got the Wasp used to his socks and put



Ein umgekippter Freikaiserwagen : reverent review by a special black-draped camera (The photographer removed his hat).

surge of power as he gave it full bore.

Then the unmistakable Bugatti exhaust note heralded the 3-litre class as J. Willment screamed up on the 2.2-litre, sliding wide in the S, but holding the car well. J. M. Perkins on the 2-litre Bug seemed almost as fast, and P. J. Stubberfield's 2.3-litre proved actually a shade faster. Then Mays came up, fast, steady, master of the car and of the hill; time 40.23 sec.

Basil Davenport and his famous G.N. Spider were next. The thunderous exhaust from the two big pots, the sight of the driver grabbing for the gear lever and wrestling with the wheel, and the swift passage of the curious vehicle certainly combined to thrill the thousands lining the wooded slopes.

In the unlimited class Denis Poore's sleek green Alfa, with tremendous urge from its blown 3.8-litre engine, was beautifully handled to clock 40.98 sec.

up a good 44.55 sec. Ken Wharton was a shade less swift than in his previous run. Cecil Heath on his 1,097 c.c. Heath-J.A.P. improved to 44.60 sec. Spollen seemed to wrestle with his Merton in the S-bend but improved to 42.63 sec.

"Djinn" emitted clouds of smoke but Instone knocked 0.03 sec off his time. Betty Haig made an excellent run in 43.31 sec and Joy Cooke knocked 1.18 sec off her first time.

The real interest of the afternoon came with Mays' second effort. From a perfect start he slid through the Kennel bend, flashed into the S and away, accelerating fiercely to the finish: Mays at his best, time 38.61 sec. Davenport and Spider then repeated their terrifying performance in 42.38 sec. Neale put up a fine run in 43.93 sec, and then Denis Poore got his big Alfa up in masterly style in 38.86 sec; McAlpine, not to be



Shades of Chitty-Bang-Bang : A Rolls-Royce Kestrel aero engine, supported at the corners by suspension units from a Daimler Scout car, made its début in the hands of Ted Lloyd Jones, inveterate special builder.

outdone, improved his Maserati's time to 39.95 sec, taking the S-bend impeccably.

Finally Ted Lloyd-Jones got his 21.237 c.c. Kestrel-engined Triangle Special-of-all-Specials to the line. In practice it had broken an oil-scavenge pump, and incidentally put up a hectic performance. Somehow its driver managed to prevent the tail wagging the dog completely round (the huge Rolls-Royce aero engine being at the rear) but its progress up the hill and through the S-bend was wonderful to behold! Its time was 46.63 sec.

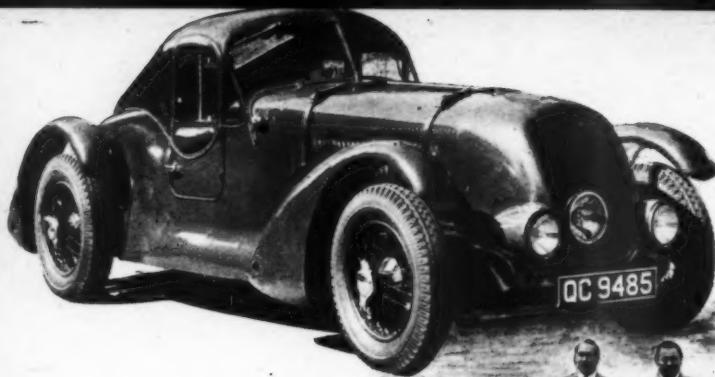
### Provisional Results

#### The ten fastest:

		Sec
1.	R.R.A. 1,980 s (R. Mays)	38.61
2.	Alfa-Romeo 3,800 s (D. Poore)	38.86
3.	Cooper 996 (K. Wharton)	39.95
4.	Maserati 3,015 s (K. McAlpine)	39.95
5.	Bugatti 2,261 s (P. J. Stubberfield)	41.57
6.	Bugatti 2,261 s (J. Willment)	41.78
7.	G.N. Spider 1,922 (B. H. Davenport)	42.38
8.	Djinn 1,098 (C. R. Instone)	42.45
9.	R.R.A. 1,500 s (G. N. Richardson)	42.57
10.	Merton Special 1,000 (B. Spollen)	42.63
Up to 50 c.c. : 1. Farren (Jeremy Fry), 42.89 sec; 2. Cooper 497 (F. A. Collins), 43.27; 3. Tiger Kitten 496 (H. G. Lanes), 43.32.		
501 to 1,000 c.c. : 1. Djinn 1,096 (C. R. Instone), 43.45; 2. Merton Special 1,000 (B. Spollen), 43.65; 3. Cooper 996 (Miss B. Haig), 43.51.		
1,001 to 1,999 c.c. : 1. R.R.A. 1,500 s (G. N. Richardson), 42.57; 2. Triangle Special 1,496 s (K. H. Miles), 43.57; 3. Alta 1,490 s (Lady Mary Grosvenor), 46.44. Three starters.		
1,501 to 3,000 c.c. : 1. Bugatti 2,261 s (P. J. Stubberfield), 41.57; 2. Bugatti 2,261 s (J. Willment), 41.78; 3. G.N. Spider 1,922 (B. H. Davenport), 42.38.		
3,001 and over : 1. Maserati 3,015 s (K. McAlpine), 39.95; 2. A.N. Special 3,570 (F. A. Norris), 42.65; 3. Triangle Skinner Sp 4,166 (A. Pitts), 43.86.		
<b>Sheiley Challenge Trophy (f.t.d.): R. Mays.</b> <b>First 12.1. : D. Poore. 3rd f.t.d. : K. Wharton.</b> <b>Sheiley Challenge Trophy (fastest Sheiley Special award) : B. H. Davenport.</b> <b>Sheiley Ladies Challenge Trophy (fastest time by lady driver) : Miss B. Haig.</b> <b>M.A.C. Challenge Trophy (fastest unpartnered car) : K. Wharton.</b> <b>Tony Tandy Challenge Trophy (team award) : R. D. Poore, K. McAlpine, G. N. Richardson.</b>		

## LE MANS NEXT WEEK

Entries for French Classic



**I**N eight days' time the curtain will go up on what is still the most famous sports car race in the world—the 24-hour endurance race at Le Mans, organized by the Automobile Club de l'Ouest, and run over the famous 8.4-mile Circuit de la Sarthe. This year's race, commencing at 4 p.m. on Saturday, June 24, and finishing at the same time on the following day, is the eighteenth of the series, and should be as closely fought and exciting as any that have previously been held. Among the entries are three Lago Talbots, two Delahayes, six Ferraris, two Cadillacs, a Cadillac-engined Allard, three XK120 Jaguars, the works team of three Aston Martins, two Frazer-Nashes, the Delage that finished second last year, and the fully finished Nash-engined, Silverstone Healey.

Then, in addition, there is a positive flock of the amazing Simca-Gordinis, with the formidable combination of the Argentinian drivers, Fangio and Gonzales, sharing one car, while interesting from the British point of view are the first competition appearance of the new Javelin Jupiter and the welcome return to racing of Eddie Hall with



Above: E. R. Hall's famous Bentley, in which he finished second in the T.T. races of 1934-5-6, in the new guise in which it will run at Le Mans.

Below: One of the team of three Aston Martins, together with some of the drivers and others concerned: 1. to r., Jack Fairman, J. Stirling (director, A.M. Ltd.), George Abecassis, John Wyer (team manager), Eric Thompson, Charles Brackenbury, Lance Macklin and James Watt (assistant general manager, A.M. Ltd.).

his 4½-litre Bentley of T.T. renown.

Among the well-known British drivers taking part are Leslie Johnson, Peter Walker and Peter Clark, with the Jaguars; H. J. Aldington, with the Mille Miglia Frazer-Nash; Norman Culpan, with the Le Mans Frazer-Nash, in which (partnered by Aldington)

he finished third last year; while the formidable Aston Martin team includes Reg Parnell, George Abecassis and Charles Brackenbury.

The B.B.C. is broadcasting from the circuit in the Light Programme at the following times: Saturday, 3.50 to

4.10 p.m., 6.35 to 6.45 p.m., 10.15 to 10.20 p.m. Sunday, 8.55 to 9 a.m., 12.30 to 12.45 p.m., 3.45 to 4.05 p.m. For the benefit of those desiring to visit the race, Air Enterprises, Ltd., of Croydon (Croydon 3826) are running a special charter service from Croydon airport, returning on the Sunday evening, at a return fare of £12 12s. Following traditional practice, *The Autocar* pit will once more contain a restaurant for the convenience of the British contingent, while on the far side of the circuit the Hotel de l'Hippodrome's restaurant will also provide meals and refreshments.

### ENTRIES

(Listed under countries of manufacture)

U.S.A.: Cadillac 5,439 (2) (Briggs Cunningham)

**GREAT BRITAIN** (16): Allard 5,434 (H. H. Allard - T. Cole); Bentley 4,257 (E. R. Hall); Bentley 4,253 (H. S. F. Hall); Healey 5,940 (D. Best); Jaguar 5,441 (P. Gentry); Lagonda 3,931 (P. D. G. Walker); Jaguar 3,641 (L. Johnson); Aston Martin 2,580 (A. Abecassis - L. Macklin); Aston Martin 2,580 (J. Fairman - E. Thompson); Aston Martin 2,580 (C. Brackenbury - R. Parnell); Healey 2,443 (N. H. Mann); Riley 2,442 (R. Lawrie); Frazer-Nash 1,971 (H. J. Aldington); Frazer-Nash 1,971 (N. R. Culpan - Lt.-Cdr. P. Wilson, R.N.); Javelin-Jupiter 1,496 (H. Grimes); M.G. 1,244 (O. E. Phillips).

**FRANCE** (31): M.A.P. Diesel 4,992 (M.A.P.); Talbot 4,482 (J. Rosier - P. Rondeau); Talbot 4,482 (P. Menet); Talbot 4,482 (A. Lambinet); Delahaye 4,455 (E. Chaboud); Delahaye 4,455 (R. Ponsat - R. Faussaut); Delahaye Diesel 4,385 (Delettrez - Delettrez); Delage 2,965 (H. Louveau); Simca - Gordini 1,439 (Fangio - Gonzales); Simca - Gordini 1,439 (M. Trignant - R. Manzon); Simca - Gordini 1,465 (A. Gordini - A. Simon); Simca - Gordini 1,493 (A. Gordini - A. Simon); Simca - Gordini 1,221 (G. Scaron - R. Pascal); Simca - Gordini 1,221 (R. Lover - J. Behra); Simca 1,091 (N. J. Mahe); Simca 1,091 (Mines Roualt - Gordini); Renault 760 (J. E. Vernet); Renault 760 (V. Sautot); Renault 760 (J. Tissel); Ferry 147 (Société P. Ferry); Monopole 611 (Monopole); Monopole 611 (J. Savoie); Dyna-Panhard 611 (G. Lapchin); Dyna-Panhard 611 (A. Lachaise); Dyna-Panhard 611 (R. Galliard); Dyna-Panhard 611 (L. Eggen); D.B. 1,021 (2) (Automobiles D.B.); Simca 550 (E. Bourdin).

**ITALY** (7): Ferrari 2,340 (Lord Salomon); Ferrari 2,560 (L. Chinetti); Ferrari 1,995 (Heldé); Ferrari 1,995 (Rubirosa); Ferrari 1,995 (Mme. Simon); Ferrari 1,995 (R. Bouchard); Fiat 1,483 (J. Braud).

**SWEDEN** (1): Svenska-Champion 397 (G. Trouist).

**CZECHOSLOVAKIA** (3): Skoda 1,069 (Usine Skoda); Aero-Minor 749 (J. Poch); Aero-Minor 745 (Usine Letnany).

**RESERVES:** Renault 600 (C. Hardy); Renault 760 (A. Gondron); D.B. 1,911 (Automobiles D.B.); Ferry 767 (Société P. Ferry); Delage 2,996 (A. Veulliet); Simca 1,100 (A. Guillard).



An experimental Healey will be running at Le Mans with an American Nash engine of 3.8 litres, modified with a special manifold and two S.U. carburettors. The car is based on the standard Silverstone but the wings are faired into the sides of the body.

For Town or Country

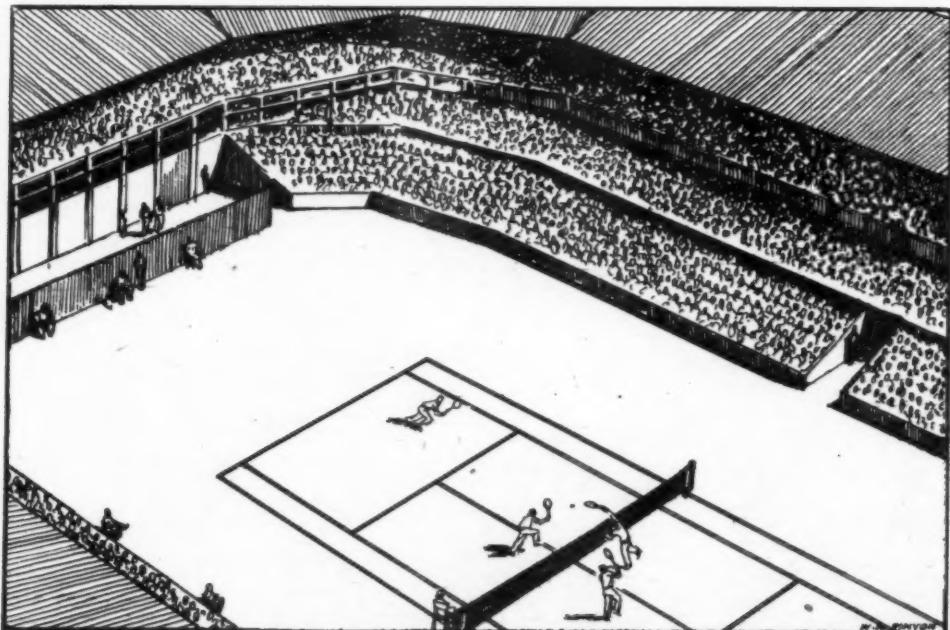


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**CLEVELAND PETROLS LATER**

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD ST., LONDON, S.E.1.



On the towpath at Old Windsor, a pleasant reach of the Thames. The car is a vintage Bentley.

## CORRESPONDENCE

### STYLING

#### Time for a Return to Tradition?

[62752.]—Your recent article "Strategic Withdrawal" (May 16) sums up in no uncertain manner the road of hard experience.

It indicates an interesting insight into the problems of a vehicle body engineer, who should be in a position to forecast in some measure whether or not his style will "date" the vehicle, and those who have committed some of our British car manufacturers to the mass of chromium plate on the front will, by now, have seen the folly of their decisions, since it is evident to all the world that such models are definitely out of date.

This seems to be one of the soundest reasons for a return by British car manufacturers to a stable, essentially British, frontal appearance which indicates solidity.

Croxley Green,  
Hertfordshire.

S. F. PAGE.

### FAT SPARKS AND LEAN

#### Experiences with a Fiat 1100

[62753.]—I found the article on the "igniting power" of the spark as regards capacity and inductive components most interesting (May 26). My own experiences with regard to this may interest readers.

I run a Fiat 1100 considerably "leaned down" to obtain 43 m.p.g. using small choke and jets, and high voltage coil to maintain a good performance. After, say, 2,000 miles' running the performance falls off badly, particularly pulling and performance generally at low speeds, including the tickover. The spark appears normal when tested by holding the plug lead half an inch away from the cylinder. After cleaning the points of the contact breaker with abrasive stone and getting them meeting dead flat the performance comes back to normal.

The "power" in terms of watts energy in the spark is very considerably affected by the instantaneous current in the primary of the coil, which will, of course, be greatly affected by any appreciable resistance in the breaker points; therefore the great change in the igniting power of the spark with consequent fall in engine power. Incidentally, during revving in the gears or cruising fast there seems no noticeable loss of power, which may, of course, be owing to carburation differences under these different conditions and not owing to the fact that a large inductive component in the spark is needed more at low speeds (as when "pulling") than at high engine speeds. With standard carburation giving 33 m.p.g., the engine is not sensitive to these changes in spark intensity and igniting power, and one would not know that the spark had fallen off at all.

Incidentally, the loss of power is accompanied by a much-changed exhaust note, the characteristic bark becoming a soft woolly noise from the exhaust, again noticeable when pulling or when cruising at low speeds, the exhaust becoming normal at higher engine speeds.

Atmospheric changes also are very noticeable under these "leaned down" running conditions, a cool, humid atmosphere giving much greater power than that of a hot, dry day. It is not all honey running a car on leaner mixtures than the

maker intended, and attention is needed to these points if good performance is to be obtained. Strangely enough, fuel consumption is hardly affected if the spark is permitted to weaken, in spite of the great drop in performance.

London, N.21.

F. W. CHAMPION.

### Subsidiary Questions Answered

[62754.]—Thank you for a most enlightening article on the "fat spark" (May 26). You've shattered all my illusions.

Now could you answer me this: Is it reasonable to suppose that (a) a "fat spark" is an advantage to start the engine? ; and (b) would it not be a good idea to increase the spark and possibly use a "colder" plug in the winter, also using an oil coil or the like, and going back to the normal equipment for summer use?

I shall be interested to see and read your opinion on this.  
Stratford-on-Avon.

R. A. SALTMARSH.

[The author of the article writes: "In reply to the queries raised by Mr. Saltmarsh, I would suggest (a) that wherever starting is difficult owing to cold and damp conditions it is an advantage to have a spark with "fat" characteristics; (b) I am not quite clear what is meant by "increasing" the spark. If it means increasing the voltage at the plug gap I cannot think there is much advantage, but if it is meant to increase the fatness of the spark we are back again to the first part of the question. As to change of plugs, I doubt if the type, within quite wide limits, has any influence on starting. But if there is real starting difficulty the cause will almost invariably be found to be connected with the general condition of the engine, and the cure will be effected by attention to plugs, distributor, contact breaker, carburettor, air leaks and, above all, the condition of the battery. Battery voltage must be up to maximum if reliable cold starting by the use of the starter motor is demanded, although an appreciable voltage drop can be tolerated if hand starting is accepted as a necessary evil during the winter months."

"To those who have frequent starting trouble it is most important, even after attending to all the above points, to use an oil of low viscosity, e.g., S.A.E.20, and if starting is still difficult and any money is to be spent, it will probably return the highest dividend if it is expended on a new battery.

"The use of thin oil has now become common practice, but a few years ago, when everybody swore by S.A.E.30, it was not an unusual thing in cold countries, Canada for example, to add anything up to a quart of paraffin to the sump during the winter months. It may sound horrible, but I have known it solve the problem of bad starting and it did not appear to have any adverse effect upon the engine."]

### DRIVING FINESSE

#### Importance of Time Lag

[62755.]—It is true that the outstanding driver is unable to say why he is better than most other drivers, in the same way that a concert pianist would be unable to say why he is better than the man next door who has been playing the piano for a greater number of years. A great driver, like all other artists, is born with just that right balance of faculties.

All the figures and formulae given (June 2) are interesting but, as Michael Brown says, are never consciously considered by a good driver. He is prompted by instinctive reactions tuned by experience.

One set of figures which were not given are perhaps the ones which best indicate the fact that the secret of a great driver is natural ability. These figures are the results of recent

## CORRESPONDENCE

continued

experiments to measure the time lag between a person realizing the need for action and actually starting the movement. This time lag is basically constant for each individual, but varies from one person to another from 1/10th of a sec to 1/75th of a sec. There are exceptions outside these figures, but for the purpose of illustration they can be taken as true for the majority. For two different drivers, one with 1/10th sec time lag and the other with 1/75th sec time lag, the difference in distance covered whilst reacting to promptings from the brain is quite appreciable.

Speed of car	No. of feet covered (1/10 lag)	No. at 1/75 sec	Differences
180 m.p.h.	26.4ft	3.5ft	22.9ft
90 m.p.h.	13.2ft	1.75ft	11.45ft
45 m.p.h.	6.6ft	.87ft	5.73ft

These figures do give some idea of just how one of the mysterious qualities which go towards making a Nuvolari affect one's ability irrespective of the amount of practice and experience gained. They do also suggest why it is possible for one driver to speed with safety although another of equal experience is out of his safety range at 50 m.p.h.

Dagenham, Essex.

RONALD STARTUP.

[In fact, laboratory tests suggest that the average reaction time is 0.7 sec, which considerably lengthens the distances quoted above.]

An error occurred on page 643 in "Finesse at Speed," where the centrifugal force in the example taken was quoted as 77.6lb; this should have been 776 lb. The alteration does not affect the reasoning, which emphasized the reduction of c.f. caused by increasing the radius.—ED.]

### PIPELINES

#### Britain Can Make Them

[62756.]—As manufacturers of flexible petrol and oil pipes of the non-metallic (yet non-rubber) variety for over twenty years, we cannot but be interested in letter [62724].

Mr. P. M. S. Aldham raises a good point in that many an otherwise perfect racing car still has its chances jeopardized quite unnecessarily by relying on copper pipes, with or without rubber inserts, for the supply of oil and fuel under the most exacting racing conditions. Wise drivers do not take this risk, however, and we are pleased to disclose that, apart from the fact that Superflexit petrol and oil pipes are standardized by the bulk of the motor industry of this country, many very distinguished racing drivers come to us for pipes for special cars or for specially arduous races, and our pipes have never yet let them down. Lieut.-Col. Goldie Gardner, the holder of many international records, always insisted on Superflexit pipes being fitted to the series of M.G. cars which he raced so well, bringing no little fame to himself and the *marque*.

The pipes used by Lieut.-Col. Goldie Gardner were not to our aircraft specification; they were just our standard commercial production, the only difference being that the test pressures and time of test were doubled!

We hope that Mr. Aldham will now have a little more faith in "plumbing" on racing cars—at any rate, English "plumbing"!

W.M. R. TROUNSON,  
Slough, Buckinghamshire.

Director, Superflexit, Ltd.

### EUROPEAN DIESELS

#### Facts About Existing Types

[62757.]—The quoted statement in "Not for U.S.A." [62716] that the type of diesel acceptable in Britain and on the Continent would not be tolerated in U.S.A. "because of limited power, rough performance and lack of economy" is so self-contradictory that one may suppose it to be suffering from forcible removal from its context. Limited power and rough performance can be granted, but *not* lack of economy in the case of most British engines, while Continental engines are usually of the same basic design as the Americans and therefore have similar characteristics.

The majority of American diesels embody the Lanova combustion chamber (German, pre-1939); many Continental engines use the same or else the Ricardo Comet air cell (British, pre-1939). Makers of transport diesels in this country never seriously considered the Lanova head and mostly discarded the Ricardo type after 1939.

The air cell type of combustion chamber—Ricardo, Lanova, Oberhansli, and the many variations on that theme—appeal to both American and Continental designers because they are not too "choosy" about fuel quality, enable fairly high speeds to be used and require a simple type of fuel injector. Objections are poor cold starting and high fuel consumption.

In this country fuel economy has outweighed all other considerations with the result that we have the British direct

injection engine, requiring a high-grade fuel and using multi-hole injectors, but giving an irreproachable specific consumption. On the other hand, this type runs at 20 per cent lower r.p.m. than the American or Continental types and has a lower b.h.p. output in consequence.

The statement quoted by Mr. Kummen certainly involves some mixed thinking. For example, it implies that diesels are acceptable in this country for private cars. Nothing could be wider of the mark. No matter how good a diesel may be it cannot give the same power from the same weight of metal as a petrol engine, it is rough when compared with the unobtrusive working of the petrol engine and it is very expensive in first cost. For the propulsion of buses and heavy lorries the British diesel is unequalled. But for cars there is no truly "acceptable" diesel either here or anywhere in the world, Mercedes-Benz, Citroen or Buda notwithstanding.

DONALD H. SMITH, M.I.Mech.E.

### OWN DESIGN

#### Advice Wanted for "Backyard" Model

[62758.]—I have intended trying to build a light four-seater car with a view to economical running, and would be glad of any suggestions your readers would care to offer.

My idea would be a chassis with Lockheed brakes, a four-speed gear box and a high back axle ratio; one suitable for fitting a Ford 8 or 10 h.p. engine and, if possible, to keep the total weight down to about 10 cwt. It is my intention to build from second-hand or reconditioned parts.

Carmarthen.

[Letters will be forwarded.—ED.]

T. W. HOPKINS.

### FOUR-YEAR COVENANT

#### Change of Tune Not Good Policy?

[62759.]—Referring to letter [62700], I agree with Mr. M. E. Thacker up to a point in his summing-up of the classes of people who buy a new car and dispose of it at the end of one year; but he omits one class—those motorists whom the motor trade have converted, in the years before the war, to the idea of buying a new car each year. Now these were the bread and butter of our sales departments and our factories.

This class, which included doctors and commercial travellers, found this method had many attractions, although the value of the car dropped considerably after one year's use; now they find it has the added attraction of an increase in the value of the car after one year's use.

I ask Mr. Thacker, how can the motor trade, or any other body representing the motor trade, after years of advocating a new car each year, turn round now and say, "Oh, no! you cannot sell your car after one year; you must keep it for four years."

I quite admit that "spivs" have got in on this market and are making the big money, but even if the Covenant were extended to ten years these gentlemen would find a way round it. No, the real solution is more cars for the home market.

I quite agree with the Editor's footnote and will go further and say that, in my opinion, no body whether official or otherwise, should have the right to tell us what we should do with our own property.

T. CALLEY  
Leven, Fife.

#### The Original Correspondent Sums Up

[62760.]—I had hoped that my suggestion for a four-year Covenant [62700] might have raised a few sharp yelps of approval, but apparently it has fallen on stony ground.

Admittedly, in this brave new Socialist world the three Rs are Rules, Regulations and Restrictions, and while any Covenant at all might seem to be an unwarrantable interference in the liberty of a man to do as he pleases with his own car, one must envisage the chaotic state of affairs without some means of circumventing the speculator.

Of the letters in the June 2 issue, Mr. Paul Smith puts forward a pungent case for freeing the production lines; obviously the ideal solution, but most unlikely to happen under the present regime. "Ford Fan" advises the reporting of any known irregularities to the A.A. or R.A.C.—he might as well suggest complaining to the nearest policeman! Mr. Purvis says the Covenant should be abolished, advocating the imposition of a compulsory re-sale price limit, but refrains from enlarging on how such a system could be enforced.

While a four-year Covenant could not remedy the shortage of new cars, I argue that it *would* cut out the speculator and thereby release more cars to people who genuinely want them.

London, N.W.11.

M. E. THACKER

[This correspondence is now closed.—ED.]

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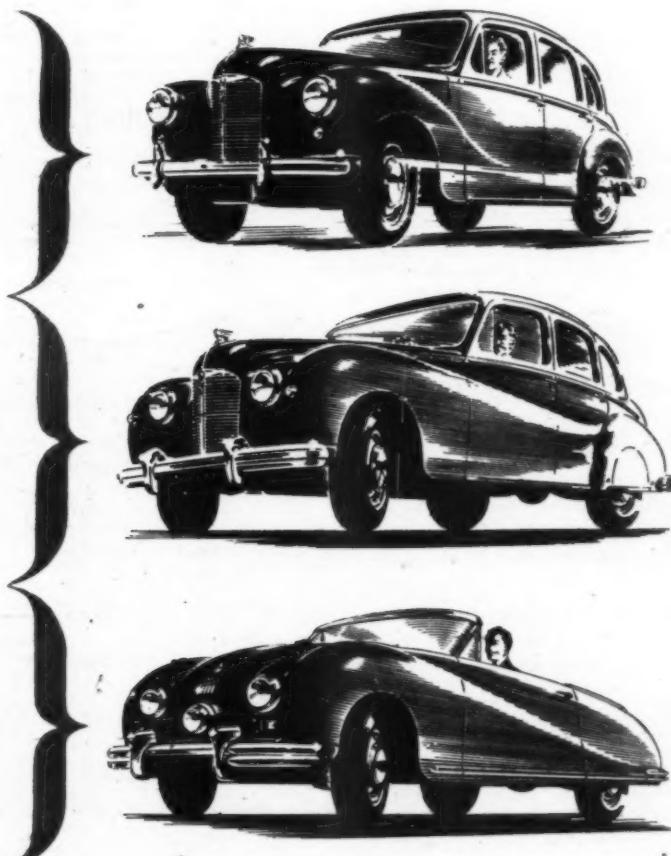
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ALVIS Speed 20, 1936, Saloon, one owner.....		MORRIS Oxford, 1949, radio, 12,000 miles.....	£1,020
ARMSTRONG 16, 1947, Typhoon Saloon, radio, heater, 16,000 miles .....	£1,075	RILEY, 2½-litre, 1949, Saloon (100 B.H.P.), 7,000 miles £1,730	
AUSTIN A40, 1949, Dorset Saloon, 8,000 miles ...	£895	SINGER Super 10, 1948, Saloon, 1,000 miles.....	£780
AUSTIN 10, 1947, Saloon, 10,000 miles .....	£730	STANDARD 12, 1948, Saloon, 9,000 miles.....	£875
AUSTIN 16, 1949, Saloon, heater, 4,000 miles.....	£1,130	STANDARD Vanguard, 1949, 10,000 miles.....	
FORD Anglia, 1949, Saloon, 2,000 miles .....	£665	STANDARD Vanguard, 1948, 18,000 miles .....	
FORD Prefect, 1947/8, Saloon, 6,000 miles.....	£695	TRIUMPH '1800' Roadster, 1948, 14,000 miles...	£940
HILLMAN Minx, 1947, Saloon, 16,000 miles .....	£700	VAUXHALL Velox, 1949, Saloon, radio and heater, 9,000 miles .....	£1,045
JAGUAR 3½-litre Saloon, 1946, heater, 20,000 miles	£865	VAUXHALL Velox, 1948, Saloon, radio, 8,000 miles	£975
MORRIS Minor, 1949, 11,000 miles .....	£760	WOLSELEY Six Eighty, 1948/9 Saloon, 6,000 miles	£1,420



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Week by week *The Autocar* answers by post many questions from readers on a wide variety of motororing subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

## 91,000 Miles—Rebore?

*I should be much obliged if you would be kind enough to give me your advice about my 1939 Rover Sixteen saloon, which was delivered to me on November 1, 1938. The mileage is now 91,000 and I have never had a rebore or the crank-shaft reground. I had to have a new radiator core, the clutch has been relined, the Hardy Spicer joints have been renewed, and the springs set up or renewed.*

*I am now using a fair amount of oil, though in fact I am not using any more now than I did three years ago. I do not get the plugs oiled up, and the car is going very well indeed. The oil pressure is normal, that is, 30lb at 30 miles an hour, and when the engine is really hot after a long run the pressure drops to 20 only at the slowest tick-over.*

*Would you advise me to have the engine completely overhauled in the fairly near future, or do you think it is worth running it longer until there are definite signs of something wrong such as the plugs oiling up through increased amounts of oil coming up?*

J. P. B.  
Norwich.

**I**T is difficult for us to advise you with regard to the rebore, because there is always the possibility that the bearings are supported by hard packed sludge. We would be inclined to suggest that you have the car decarbonized (the valves being ground in at the same time), and possibly prolong life by having new piston rings fitted.

It is important that the lip of carbon around the top of each cylinder bore should not be disturbed as this acts as an efficient oil seal.

If you have this work undertaken it is reasonable to suppose that the car will be good for many thousands more miles, but it would be worth while having the big-ends examined at the same time, to measure the wear, which should indicate the state of the main bearings to some extent.

We would not suggest that you continue to run the car, because it obviously needs attention, even if only to avoid the relatively heavy cost of oil, and it is obvious that the car will need such attention, in any case, before very much more mileage has been covered.

## Faded Hood

*The hood of my tourer has faded and looks patchy but is still quite waterproof. I am having my car recellulosed. How do you advise me to have the hood treated? Can I have it reproposed or dyed? What do you advise, please?*

R. H.  
Leamington Spa.

**Y**OU do not state colour: if the hood is black (or could be black) it could be dyed. But patchy grey or fawn can-

not be re-dyed with such success. Dry cleaners could dye it, or you could do it yourself if you have a copper or other large enough vessel.

Non-rubberized hoods can be reproposed professionally by cleaners: a plain canvas one can be improved with proprietary dressing.

Do not use paint, in any case. It leads to cracking of the hood and an unsightly appearance.

## U.C.L. Injector

*I propose fitting an automatic upper cylinder lubricator to my 1949 Austin A.70. The type I have in mind injects a metered amount of u.c.l. into the induction manifold for cold starts, and to this end two oil supplies project into each manifold branch practically across the diameter of the manifold. Surely this will cause undue eddies which will upset carburation by the liquid petrol being deposited?*

L. S.  
B.A.O.R.I.

**T**HE chief thing to watch in fitting the lubricant injectors to your manifold is that they do not form a sufficient obstruction to impede the mixture flow and so cut down the performance of the engine. Any turbulence created should not be harmful as it should, in fact, tend to assist the vaporization of the fuel.

## Compression Gauge

*I shall be obliged if you will kindly say whether it would be possible to use an ordinary car engine oil pressure gauge (reading up to, say, 150 lb), suitably provided with an adaptor, to test cylinder compression.*

O. S. G. R.  
London, W.2.

**Y**OU would have some difficulty in using the oil pressure gauge in the manner you suggest because a compression gauge goes up to a maximum reading and remains stationary while the engine is turning over. With an oil pressure gauge, and the engine being turned over, you would find that the needle simply kicked up and down. This, we feel, would be the main defect.

It is just possible that you would be able to make cylinder comparisons.

## Down on One Side

*I would be pleased if you will answer a query regarding a 1933 Austin Seven Nippy Sports that I own. The left side springing is softer than the right side springing; this causes the car to slew whilst taking right-hand corners and the*

# The Autocar READERS' SERVICE

*axle often hits the left side chassis member over bumps.*

*I have had the springs re-set and tempered and presume them to be equal, and I have fitted new wooden shock absorber discs and rubber bushes in the connecting links.*

*I have also tried adjusting the shock absorber bolts but without success, the left side one being as tight as it will go with the spring fully compressed.*

*The only variation I have not tried is to fit connecting links between the shock absorber arms of equal length; at the moment the right side one is about 2in long whilst at some time a link about 4in long has been fitted on the left side, although I fail to see what difference this will make as the radii of the shock absorber arms remains unaltered.*

*I should therefore be pleased if you could make some suggestion to remedy this uneven springing.*

W. J. C.  
South Croydon, Surrey

**W**ITH such long radius arms on the shock absorbers the length of the link would not make much difference. Assuming that the springs really are equal and that the new discs in the shock absorbers are of correct thickness and that the adjustment really is working, that is to say, the discs are exerting the full frictional load, then the frame of the car comes under suspicion. It would be well to make sure that the side members are still quite sound and that no riveting or welding has given way; also that the attachments of the body to the frame are sound and tight.

## £10 Tax and Imports

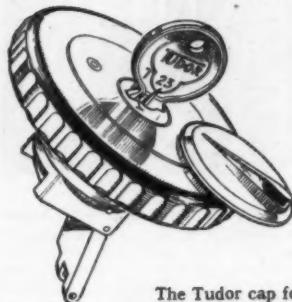
*I have a 1938 14 h.p. Wolseley which I intend to bring home with me. As far as I know it has not been registered in the U.K. before. Will it be subject to the new £10 tax? Shall I have any difficulty over insurance in view of the fact that it has been insured for the last three years by an English insurance company out here without any claim?*

H. O.  
M.E.L.F. 17.

**T**HE present restrictions on imports do not permit the bringing into this country of a car without an import licence, unless the car has been in private possession and use abroad for at least two years of the person importing it for his use in this country. If you have had the car for the requisite period application for an import licence should be made to the Board of Trade, Import Licensing Department, 93, Victoria Street, London, S.W.1.

If the car has not been registered previously in the United Kingdom, then it would qualify for the £10 annual tax. You should experience no difficulty in insuring the car.

# ACCESSORIES



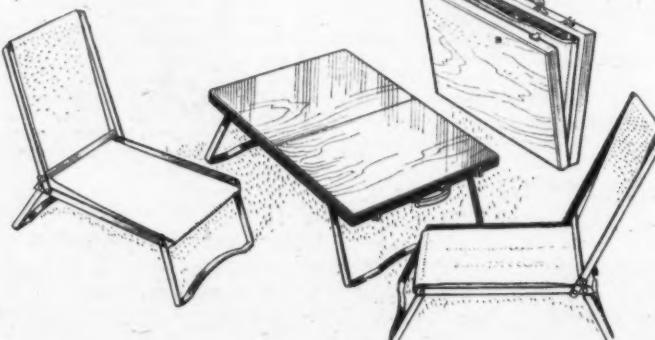
The Tudor cap for use with chain retainer.

## FISHING ROD AERIAL

A NEW car radio aerial of the three-section telescopic type is being made by E. K. Cole, Ltd., Southend-on-Sea, Essex.

Extending to 5ft 3in, the aerial is made of stainless steel and brass, chromium-plated, and is therefore rustless, while the mounting base, giving adjustment for angle, is of moulded plastic with a rubber gasket to prevent water entering the bodywork. The aerial lead is of ultra-low capacity, p.v.c. insulated, and safeguards the good signal reception which so tall an aerial offers.

The price complete is £2 2s.



Dikki picnic chairs and their combined carrying-case and table.

## PICNIC FURNITURE

A N ingenious set of picnic furniture has been designed by Dikki Chairs, 58, Warburton Road, Twickenham, Middlesex. The flat wooden carrying case for the two chairs opens out and stands on inbuilt legs to form a table 1ft 9in by 2ft 8in in area. Two chairs and the table weigh 18lb.

The chairs have folding frames of steel strip supporting canvas seats and backs, having a seat of 1ft 1in by 1ft 9in. The seats are very comfortable and, together with the table, sturdy.

The price is £5 for a complete set of two chairs and the combined case and table. Individual chairs are £1 5s and the table £2 10s.

## LOCKING CAP

WHEN petrol is spoken of as "freed," that does not refer to the price; and there is still a field for the locking cap. To the range made by Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex, has been added a model to suit the orifices of Morris, Wolseley and Humber Hawk cars. This cap incorporates an attachment to which is anchored the retaining chain fitted in the fillers of these cars. Attachment to the chain is by a split pin.

The price is 15s.

## NOVEL LIGHTER

A PIPE and cigarette lighter made on a novel principle has been introduced by Electromatic Accessories, 188, Wollaton Road, Beeston, Nottingham. In a neatly finished black or ivory Bakelite container, which may be mounted anywhere in the car, is found a wick-type lighter containing normal lighter spirit. At each side of the wick is a small electrode, similar to those of a sparking plug, and when the lighter is depressed in its container, an h.t. current passes across and ignites the wick. Battery current is fed to the device from a small h.t. coil, housed under the bonnet or behind the facia, through plastic-covered wiring. When not in use, the wick is covered by a hinged chromium cap.

On test, the Ashford lighter, as it is called, proved to be effective. The



The Ashford lighter removed from its container.

spark was lively and ensured a certain light, though it produced a surprisingly loud buzz. Current consumption was small and only momentary.

The price is £2 2s 6d, plus 6s purchase tax.

## ATOMIZER

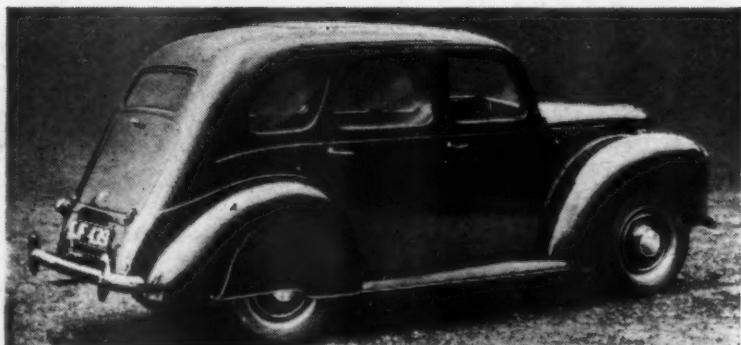
A N atomizer for fitting between the carburettor and inlet manifold is being made by Ramkone and Co., 96B, Coronation Street, Blackpool, Lancashire.

The Ramkone-Omiser, as it is called, consists of a light alloy plate, in which is mounted a cone of wire gauze, with two washers; the price is fifteen shillings. It is claimed that in passing through the gauze the droplets of petrol in the mixture are broken up and atomized to good effect.

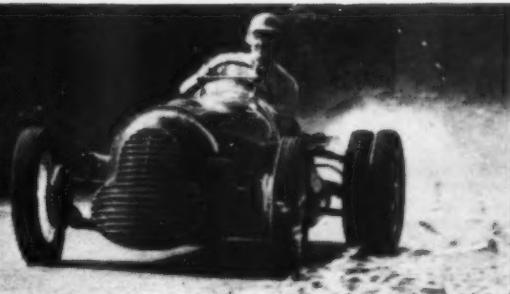
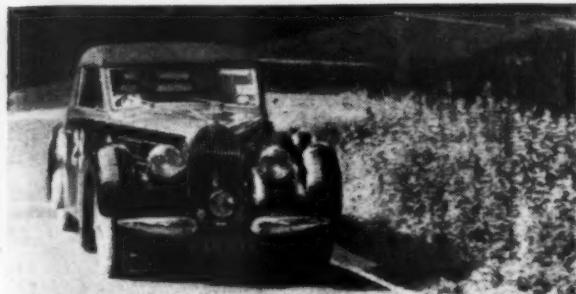
## FORD WHEEL FAIRINGS

WING fairings which enclose the rear wheels of the Ford Prefect and Anglia are being made by the Central Motor Co., Ltd., 41, London Road, Leicester. They are easily fitted and detached, each having a flange round the upper edge to locate it and only two securing nuts. Made in steel, the fairings are light and strong; their effect on appearance can be studied in the illustration. The Ford Prefect shown also has Ace wheel discs.

The price of the fairings is £4 17s 6d, in any of the standard Ford colours, carriage 2s 6d, or £4 5s in primer paint only for cars in non-standard colours. They can be obtained through a garage or direct from the makers: colour and year of car should be stated.



A Ford Prefect fitted with rear wing fairings offered by the Central Motor company.



Two views of Prescott during the members' meeting last Sunday : left, the Type 57C Bugatti saloon, formerly the property of Woolf Barnato, in the hands of its new owner, W. D. Porter ; right, W. Goodwin's Goodwin Special, which employs a supercharged 4.3-litre Alvis engine, together with Humber suspension units.

## MEMBERS' DAY AT PRESCOTT

**P**ERFECT weather conditions once more blessed the Bugatti Owners' Club members' meeting at Prescott last Sunday, which had the pleasantly informal atmosphere associated with these closed events. Fastest time of the day was set up by Denis Poore, with the big Alfa-Romeo, who—like several other competitors—had competed at Shelsley on the previous day.

Records in two classes fell during the day, the supercharged 3-litre sports car class, and the 750 c.c. racing car class, which is now used only at the members' meeting. The former went to J. Will-

ment, driving Ayrton's special Monacotuned "two-three" Bugatti, who clipped 0.03 sec from J. S. Fry's previous best. In the 750 c.c. racing class Peter Collins, who had changed the engine of his Cooper overnight for a 750 c.c. twin-cylinder J.A.P. unit, broke Hadley's long-standing record (set up before the war with the twin-o.h.c. racing Austin), and, incidentally, scored third f.t.d. in the process.

### Sports Cars:

**Up to 1,500 c.c.:** 1, M.G. 1.250 (T. M. Walters), 50.16 seconds; 2, M.G. 1.250 (P. M. Walters) 60.41; 3, Riley 1.496 (C. G. Moore), 61.98.

**1,500 c.c. & over:** 1, Amilcar 1.100 (J. Marshall), 51.93; 2, Austin 747 (J. V. Bowles), 55.26. Two starters.

**1,500 c.c. & over:** 1, Bugatti 3.255 (W. D. Porter), 59.33. One starter.

**Bugatti saloon cars:** 1, 3.255 c.c. (W. D. Porter), 58.38; 2, 3.257 (W. O. Battersby), 65.82; 3, 3.350 (R. E. Gardner), 64.30. Three starters.

**3.350 c.c. & over:** 1, Allard 4.375 (R. A. R. de Larrinaga), 55.05; 2, Invicta 4.467 (D. Monroe), 55.96; 3, Bugatti 3.300 (R. E. Gardner), 64.30. Three starters.

**3.350 c.c. & over:** 1, Bugatti 3.255 (W. D. Porter), 59.33. One starter.

**Racing Cars:**

**Up to 750 c.c.:** 1, Cooper 750 (P. J. Collins), 47.52; 2, Tiger Kitren 496 (H. C. Lones), 48.68; 3, Cooper 497 (A. P. Rowden), 48.99.

**750 c.c. & over:** 1, Dijinn 1.098 (C. M. Instone), 49.04; 2, Turner 1.087 s (J. H. Turner), 51.11; 3, Bugatti 1.496 (J. R. Knight), 57.06.

**1,500 to 2,000 c.c.:** 1, Bugatti 1.990 (P. Mould), 50.26. One starter.

**2,000 c.c. & over:** 1, Alfa-Romeo 3.800 (R. D. Poore), 45.74; 2, Bugatti 2.261 s (P. J. Stubberfield), 47.49; 3, Bugatti 2.262 s (J. Williment), 52.22. Two starters.

### Sports cars up to 2,000 c.c. and 1,300 g.e. & 1

m.p.h.: 2, F.N.-B.M.W. 1.971 (G. Tyre), 9m 32.2s; 3, F.N.-B.M.W. 1.971 (F.I.L.L. J. R. Stoop), 9m 44s.

**Racing cars up to 500 c.c.:** 1, Cooper 498 (W. J. Sykes), 10m 68.32 m.p.h.; 2, Cooper 498 (A. W. Richards), 10m 0.4s; 3, Cooper 498 (G. W. Wicken), 10m 17.8s.

**Sports cars up to 4,000 c.c. and 2,750 g.e. &**

Darracq 3.996 (G. Gale), 9m 21s; 73.08 m.p.h.; 2, Healey 2.442 (K. M. Moore), 9m 25s; 3, Darracq-Jaguar 3.485 (H. T. Wilson), 9m 25s.

**Sports cars up to 1,500 c.c.:** 1, H.R.G. 1.497 (G. A. Ruddick), 10m 15.8s; 66.58 m.p.h.; 2, H.R.G. 1.496 (M. J. C. Keen), 10m 22.2s; 3, Connaught 1.480 (K. H. Downing), 10m 34.6s.

**Racing cars up to 2,000 c.c. and 1,100 g.e. &**

1, F.N.-B.M.W. 1.996 (G. Tyre), 9m 6.4s; 75.04 m.p.h.; 2, O.B.M. 1.971 (O. B. Moore), 9m 8s; 3, F.N.-B.M.W. 1.971 (R. D. Williment), 9m 46.2s.

**Sports car handicap for Maidstone and Mid-Kent members only:** 1, F.N.-B.M.W. 1.971 (R. P. Peacock), 9m 48s; 69.72 m.p.h.; 2, M.G. 1.250 (J. T. Sutherland), 10m 26s; 3, F.N.-B.M.W. 1.996 (G. Tyre), 9m 15s.

**Racing cars unlimited:** 1, O.B.M. 1.971 (O. B. Moore), 10m 29.8s; 76.50 m.p.h.; 2, F.N.-B.M.W. 1.996 (G. Tyre), 12m 31.6s; 3, Cooper 498 (G. W. Wicken), 14m 13s.

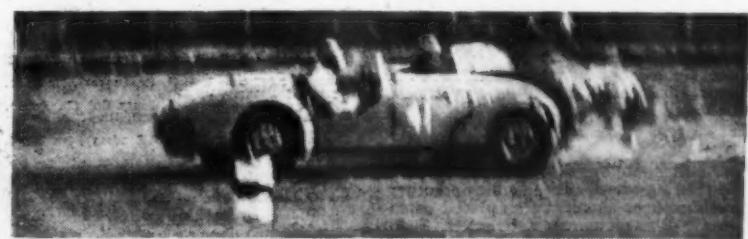
**Sports cars up to 1,300 c.c. and 1,000 g.e. & 1**

M.G. 1.250 (J. T. Sutherland), 10m 32.4s; 64.62 m.p.h.; 2, M.G. 1.250 (K. T. Line), 10m 39.2s; 3, M.G. 1.250 (C. J. Jones), 10m 52s; 24.6s.

**Standard saloon car handicap:** 1, Healey 2.443 (K. H. Downing), 10m 44s; 63.66 m.p.h.; 2, Austin 2.660 (R. Andrews), 11m 52s; 3, Allard 4.300 (M. Wick), 11m 9s.

**Sports cars up to 4,000 c.c. and 2,750 c.c. & 1**

Darracq 3.996 (G. Gale), 9m 10s; 74.54 m.p.h.; 2, O.B.M. 1.971 (O. B. Moore), 9m 10.2s; 3, Amilcar 1.100 (V. Hernal), 9m 54.4s.



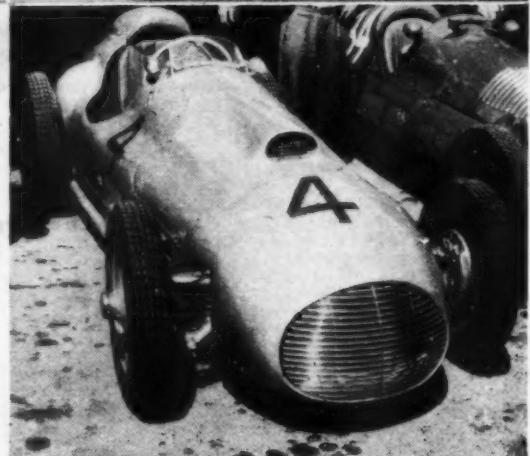
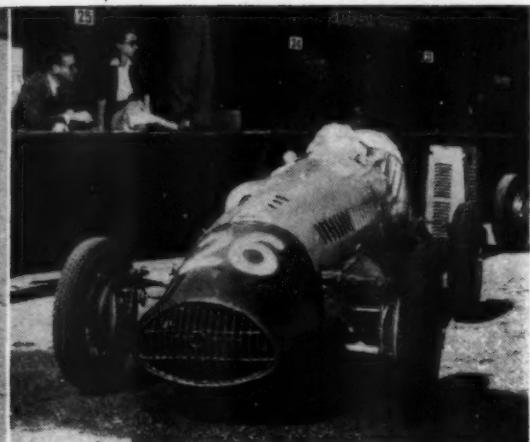
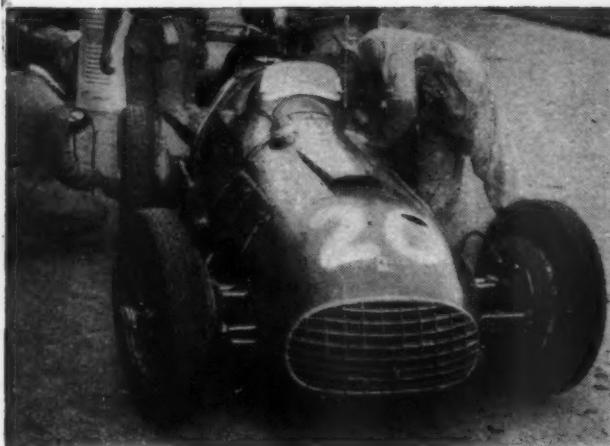
The Frazer Nash-B.M.W. of J. H. Craig turned through a complete 360 degrees on Stowe corner, W. Freed (Silverstone Healey) colliding bonnet to bonnet as the B.M.W. gyrated. In the picture the windscreens of the unfortunate B.M.W. can be seen, while the battered front of the car, still whipping round from the shock of impact gives a "double image" on the film.

A race for standard sedans was run as a handicap with a Jowett Javelin away first and K. H. Downing's Healey from scratch. The Healey subsequently took first place with a comfortable lead of 48 sec over R. Andrews' A.90, with Wick's Allard third.

In a later event another Moore-Tyler duel developed, this time Tyler winning by 12 sec at an average speed of 75.04 m.p.h. Moore was not to take this lying down and in the seventh race he beat Tyler by 1 sec to win at 76.60 m.p.h.

A race for standard sedans was run as a handicap with a Jowett Javelin away first and K. H. Downing's Healey from scratch. The Healey subsequently took first place with a comfortable lead of 48 sec over R. Andrews' A.90, with Wick's Allard third.

In the last event, for sports cars up to 2 litres supercharged and 2½ litres unsupercharged, the pace was set by Major Guy Gale's 4-litre Darracq, Moore's O.B.M., J. H. Craig's F.N.-B.M.W. and W. V. Freed's Silverstone Healey.



Three contenders for honours in the unblown 2-litre class (Formula 2). Left, the new Ferrari with single o.h.c. V12 engine and de Dion rear axle. Top right, the Veritas-Meteor with B.M.W. engine and front suspension. Bottom right, the latest A.F.M., constructed by Alex Falkenhagen, of Munich, which also utilizes a modified B.M.W. engine at present. The first two have suspension by transverse leaf springs, the last by coil springs. These pictures were taken in the pits at Berne, where the cars shown were driven by Sommer, Glauser and Riess respectively.

## THE SPORT

Conducted by S. C. H. DAVIS and  
J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

NOW that the first two events counting towards the R.A.C. British Hill-climb Championship have come and gone, a preliminary review of the situation can be made. Allard and Mays, by virtue of their wins at Craigenhead and Shelsley, each have ten points, while Poore and Wharton—second and third at Shelsley—have nine and eight points respectively. The only other two entrants in the championship, Joe Fry and Archie Butterworth, are unlucky this year, as they both nominated Shelsley as their first event; Joe, of course, crashed, while the A.J.B. was not ready in time to compete.

Although unlucky in one sense, Joe Fry was very lucky in another, to escape as he did almost unhurt from the inversion which practically reduced the Freikaiserswagen to its component parts. It is always a moot point whether it is a better thing to make the cockpit of a racing car sufficiently close-fitting to hold the driver in, or to make it big enough for the driver to be flung out in the event of a crash; I incline to the latter view, and as Joe apparently fell out just after the accident began, that theory might be regarded as confirmed in his case.

SPEAKING of cockpits, however, I had better emphasize that while I think the steering wheel, cockpit sides and other protuberances should be so placed as to permit of easy ingress and egress, I do think that too much importance cannot be placed on a driving seat which is not only comfortable and supports the occupant in the right places, but also locates him in the car so that he need not hold himself in by the steering wheel or the body sides. This point is overlooked surprisingly often by amateur constructors

—but if you look at action photographs of Grand Prix racing, you will at once see that it does not escape the notice of first-rank drivers.

**A**T the Ulster Automobile Club's hill-climb, on June 3, fastest time of the day was put up by Sydney Allard, in his well-known 3,700 c.c. Steyr Allard, who was the only competitor to make the journey from the mainland to compete.

In the absence of any of the other contestants in the R.A.C. hill-climb championship, the only opposition to Allard came from the Mercury Special of E. Robb and C. F. C. Lindsay's Ford Special, who tied for second place. Although weather conditions were perfect, the record for the hill, set up last year by Allard with the same car in 1 minute 13.4 seconds, remained intact.

### PROVISIONAL RESULTS

**Sports Cars:**  
Up to 1,100 c.c.: 1. Ford (R. Scott), 1m 29.8s; 2. M.G. (B. McKee), 1m 36.2s.  
1,101 to 1,500 c.c.: 1. M.G. (B. Leeper), 1m 30.2s; 2. Ford (B. Stewart), 1m 46.6s.  
3,000 c.c. and over: 1. Mercury Sp1 (E. Robb), 1m 24s; 2. Healey (E. Wilkinson), 1m 30.2s.

**Racing Cars:**  
Up to 1,500 c.c.: 1. Ford (C. Lindsay), 1m 24s; 2. M.G. s (S. Porter), 1m 26.4s.  
Up to 2,000 c.c.: 1. Allard (S. H. Allard), 1m 15s.  
**Open Handicap:** 1. Talbot (G. Maunsell), handicap 22s, 1m 12.8s; 2. tie between Mercury (E. Robb) and Ford (C. Lindsay), 11s, 1m 15s.

**T**HE Formula 2 race run last Sunday on the Careculla circuit near Rome provided a one-two-three victory for Ferrari, with Ascari heading the field. However, Stirling Moss, now recovered from his slight illness, and back at the wheel of an H.W.M., not only lay fourth until well after half-distance, but also succeeded

in making fastest lap, which must have been quite an undertaking. Unfortunately, he then crashed when a wheel came off—probably the result of a broken shaft—but he was, luckily, unhurt. The other H.W.M. in the race, driven by John Heath, retired with engine trouble.

**Rome G.P. result:** 1. Ferrari (A. Ascari), 2h 24m 0s; 2. Ferrari (L. Villaresi); 3. Ferrari (Valente).

**A**FTER Shelsley last Saturday Ken Wharton hastily replaced the V-twin J.A.P. engine of his Cooper by the 500 c.c. unit, and flew on Sunday morning, together with the car, to Holland, where he won the 500 c.c. event held at Zandvoort in the afternoon. This was a popular win, as he is something of a local hero over there by reason of his two Tulip Rally successes. He certainly seems to have had a very successful weekend, though hardly a quiet one.

It will be seen that second and third places in the Zandvoort race also went to British drivers, while J. W. Cox was fifth; Don Parker, with the Parker Special, put in the fastest lap in 2m 10.1s, 71.88 m.p.h., but had to retire with engine trouble.

**Zandvoort 500 c.c. race result** (race distance 44.3 miles—17 laps of 2.606-mile circuit): 1. Cooper-J.A.P. (K. Wharton), 2m 10.17 m.p.h.; 2. Cooper-J.A.P. (K. Watkins), 2m 41.4s; 3. Cooper-Norton (C. D. Headland), 16 laps.

**M**EANWHILE, Ken Carter, Stan Collymore and Bill Whitehouse are touring Scandinavia and competing in various 500 c.c. races over there with their Coopers. In the first event, run on June 4 at Karlskoga, near Stockholm, Carter



# SWISS GRAND PRIX

BERNE, JUNE 4TH, 1950

# LODGE

## SPARKING PLUGS

**1<sup>ST</sup>**

G. Farina  
ALFA-ROMEO

**2<sup>ND</sup>**

L. Fagioli  
ALFA-ROMEO

**3<sup>RD</sup>**

L. Rosier  
TALBOT

(Subject to usual confirmation)

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## THE SPORT

and Coldham finished second and third respectively, victory going to Aake Johnsson, of Sweden, driving the Effy with which he competed at the last Goodwood meeting. The second race, run a week later at Ardermoen, near Oslo, was won by a Cooper, in the hands of Basse Hveem, of Norway; Coldham finished third, Whitehouse was still running a lap behind, but Carter fell out with engine trouble.

**TOMORROW** the Bugatti Owners' Club run their Silverstone meeting, which has several interesting events in the programme. Among them are a relay race, with an entry of twenty-five teams, a Formula 2 race with fifteen entries, a Bugatti race and a standard saloon race. Admission to the meeting is restricted to members of the B.O.C. and the seven invited clubs, together with their friends.

Incidentally, it is a pleasant sign that a proportion of the entry fee will be refunded as starting money to all competitors completing one lap—this does help to reduce the expense to the enthusiast.

Also tomorrow, there is the second B.A.R.C. members' meeting of sports car races at Goodwood. This, too, has attracted an excellent entry, including such stars of the last meeting as Guy Gale's Darracq, and J. C. C. Mayers' Lester M.G. Here also, of course, admission is open only to members and their friends, as the event is run under a closed permit.

**O**N Sunday, June 25, the 500 Club are holding another race meeting at Brands Hatch; there will be four races, of which three will be run in heats and a final. Brands Hatch is a pleasant little one-mile road circuit, conveniently situated near Farningham, in Kent, only twenty miles from London; the first meeting there was a great success, and this should be well worth a visit—the circuit has the advantage of a natural

## CLUB

**Riley M.C.**—Note for the diary: the Show dinner-dance will be held this year at the Park Lane Hotel, on Friday, October 20.

With the assistance of the local police, a good course has been selected for the veteran car trial on July 15; it will take competitors over the Clifton suspension bridge to Clevedon and back towards the Mendips; Park Street, Bristol, will be an observed hill—it is just 50 years since this hill was last used for competition. Start will be at 2.30 p.m. from Bristol, and there will be an informal gathering at the Grand Hotel in the evening. Regulations are now available from Mrs. J. Hammond 19, Pilton Street, Bristol, 6.

**Irish Motor Racing Club.**—Two drivers of elderly cars—R. E. Newell with a 1.645 c.c. Alvis and L. G. Earl (995 Fiat)—led throughout in the final of the races over ten laps of a 1.73-mile circuit in the Phoenix Park, Dublin, on May 29. Newell reversed the heat placings, by winning from Earl by six seconds at an average speed of 53.21 m.p.h. J. Kelley, in his 1,494 c.c. supercharged Maserati, who had won the second heat at 66.44 m.p.h., went even harder in the final and made a determined effort to come through the field; he put the lap record up to 71.07 m.p.h. but failed to catch the winner by just 32 sec., taking third place at an average of 68.57 m.p.h.

**Sporting Owner D.C.**—The best kept car in the rally and concours on June 4, held at the Mill Stream, Amersham, was judged to be the Vauxhall Wyvern of Mr. J. H. Merrick. About fifty members and friends enjoyed tea together after the event.

**British Trials Drivers Association.**—There are 45 competitors in this year's "star" competition; here are the first ten places to date:

continued

valley, so that spectators can see a large part of it. Admission costs 3s 6d (grandstand 5s 6d, car park 5s); proceedings start at 1 p.m.

**T**HE same club are also organizing a Silverstone race meeting on Saturday, July 8, the principal event at which will be the 100-mile race, run for the first time last year, when the winner was Peter Collins, with his Norton-engined Cooper. This meeting will not be open to the public, admission being once more restricted to club members and their friends.

**T**HE M.C.C. announce that with the removal of petrol rationing they are resuming the organization of their classic long-distance trials on the same basis as in pre-war days. The first to be run in this way will be the Exeter, which will once more be run as a night and day event, on December 29 and 30.

**T**HE Rallye Gastronomique through France started on Friday, June 9, although the road section did not commence until Sunday, June 11. First there was a series of *Vins d'Honneur* from Monsieur Gerard, one-time *Ministre de l'Industrie*, the Automobile Club of Burgundy and the civic authorities of Dijon. Then the Beaune vineyards were explored, and there was a marvellous lunch in the tapestry-hung hall of the Hospice de Beaune, which occupied some three hours.

There has been motoring incident. The Comte d'Herbemont's Hotchkiss twisted up its propeller-shaft; Rapperton's Sunbeam-Talbot had a puncture, and a Peugeot burst into flames.

Gastronomically, the rally is an event more devastating than any British driver has faced hitherto; however, at the time of going to press all the British entrants had completed the first two sections (Dijon-Vichy and Vichy-Bordeaux) without loss of marks.

## NEWS

**K. Wharton**, average marks: 25.0; **D. Cotton**, 25.0; **C. Bold**, 23.6; **M. Wilde**, 21.0; **G. Mosby**, 21.0; **N. V. Terry**, 20.5; **R. Faulkner**, 20.0; **R. W. Phillips**, 19.5; **V. Biggs**, 19.5; **T. C. Harrison**, 18.2. The following are events eligible for the competition, still to be run: Plymouth M.C. 200 Challenge Trophy, August 6; **L. and C. C. Davis Trophy**, September 2; **W. H. and D. C. Knott Cup**, September 24; Cheltenham M.C. Cheltenham Trial, September 30; Taunton M.C. Allen Trophy, October 15; M.C.C. Sporting Trial, October 21; **S. and H. M.C. High Peak**, October 22; Maidstone and Mid-Kent M.C. Boesom Trophy, October 29; **H. C. C. Cottingham Memorial**, November 18; Kentish B.C.C. Trial, November 26; N.W. London M.C. Gloucester Trial, December 2; Bristol M.C. Roy Fedden, December 16.

**Maiden and D.M.C.**—On June 25 the club will be holding a gymkhana for cars and motor cycles at Slough Farm, Telegraph Lane, Claygate, Surrey, starting at 3 p.m. A natter and social evening will follow at the club headquarters, Dickerage Lane, Kingston-on-Thames.

**Vintage S.C.C. (Midland Section).**—A good course has been located at Madresfield and the Midland Section of the club hopes to run a speed trial there on July 9, with driving tests to follow in the afternoon.

Plans are also well ahead for a Dutch rally; the date will be August 5-7, and the approximate cost for one car, driver and passenger not more than £15.

**M.C. Car Club.**—A photographic treasure hunt was well supported on June 3. Ties were decided by a wheel change test against the clock, and, at a supper dance, prizes were presented to 1. A. Thompson; 2. P. J. Gallagher; 3. A. V. T. Wilshire.

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## COMING SHORTLY

- JUNE 16.—Bentley D.C. Noggin and natter, The Norway Inn, Perran-ar-Worthal, near Truro, Cornwall, from 7.30 p.m. onwards.
- 17.—B.A.R.C. Race meeting, Goodwood (members only), 2 p.m.
- 17.—Bugatti O.C. Race meeting, Silverstone, 12.15 p.m.
- 17.—Scottish Motor Racing Club. Speed trial, Granton.
- 17.—Brighton and Hove M.C. Brighton-Beer trial.
- 17.—Veteran C.C. Run for veteran and Edwardian cars starting Tudor House, Bexhill, near Maidstone, Kent.
- 17.—Herts County A. and A.C. Closed rally, Panchanger aerodrome, Hertfordshire, 2.30 p.m.
- 18.—Falcon M.C. Speed trial, Tewin Water Estate, near Welwyn, Hertfordshire, starting 12 noon.
- 18.—Disabled Drivers' M.C. Annual rally, Royal Orthopaedic Hospital, "Woodlands," Bristol Road South, Selly Oak, Birmingham, 2 p.m.
- 18.—Vintage S.C.C. (Northern). Visit to the police driving school, Hutton, near Preston, starting 10 a.m.
- 18.—Sheffield and Hallamshire M.C. Hallamshire team rally.
- 18.—Bentley D.C. Noggin and natter, Cross Hands Hotel, Old Sodbury, Gloucestershire, 7 p.m. onwards.
- 18.—Belgian G.P., Spa, Belgium.
- 21.—East Anglian M.C. Evening trial, starting 6 p.m.
- 21-25.—Alpine Club Trial, Austria, Italy and Switzerland.
- 23.—Mid-Cheshire C.C. Minimum mileage run, White Barn Hotel, Cuddington, 7 p.m.
- 23.—Bugatti O.C. Midsummer dance, Phyllis Court Club, Henley-on-Thames, 8 p.m. to 2 a.m.
- 23-24-25.—Rhône Rally, France.
- 24.—Scottish S.C.C. Speed hill-climb, Bo'ness.
- 24.—Vintage S.C.C. Race meeting, Silverstone.
- 24-25.—Maidstone and Mid-Kent M.C. Margate rally, St. George's Hotel, Cliftonville, Margate, with concours d'élegance on Sunday, June 25.
- 24.—Chester M.C. Sprint trials, Summers' Drive, Queensferry, 2 p.m.
- 24-25.—Severn Valley M.C. Midsummer night rally, starting from the Sheldon Oak Hotel on Saturday evening, finishing Portmeirion Hotel, for a concours d'élegance, hill-climb and driving test on Sunday morning, with luncheon to follow.
- 24-25.—Midland A.C. Welsh rally.
- 24-25.—Le Mans 24-hour race, starting 4 p.m. on Saturday, June 24, on Circuit de la Sarthe, Le Mans, Sarthe, France.
- 25.—Vila Real Races, Portugal.
- 25.—Malden and D.M.C. Gymkhana, Slough Farm, Telegraph Lane, Claygate, Surrey, 3 p.m., followed by social evening.
- 25.—Seven-Fifty M.C. Bisley rally and driving tests, Tunnel Hill site, Bisley, 12 noon.
- 25.—Bentley D.C. Noggin and natter to welcome new members, Crown Hotel, Blandford, Dorset, 7 p.m. onwards.
- 25.—500 Club, Race meeting, Brands Hatch, nr. Farningham, Kent, starting 1 p.m.
- 25.—Yorkshire S.C.C. Standard car trial, Keighley, Yorkshire.
- 25.—M.G. Car Club (N.W. Centre). Summer rally, Cheshire.

## IN BRIEF

A Ford efficiency exhibition and service week will be held from June 19 to 24 at the works of Dagenham Motors, Ltd., 374, Ealing Road, Alperton, and 8 and 12, Sangleys Road, Catford, London, S.E. 6.

Firestone tyres were fitted to the winning car of the Indianapolis Race for the 27th consecutive year. The race was won by Johnny Parsons at a record speed of 124.002 m.p.h.

The surcharge on Exide car batteries has been reduced by about 50 per cent. This makes a difference of 3s 8d on the total price of a popular sized 6-volt and 7s on a popular 12-volt battery.

An exhibition and service week will be held by W. Harold Perry, Ltd., Ballards Lane, North Finchley, London, for all customers, actual and potential, from June 19 to 24. The works will be thrown open and conducted tours of the Ford factory at Dagenham are being arranged.

## INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15480.—1927 2-litre Lagonda  
"G. W."—Maintenance advice and a handbook.

No. 15481.—1939 TA-type M.G. Midget  
"G. M."—All possible information and a handbook.

No. 15482.—1933 Talbot 75  
"R. S."—All possible information and a handbook.

No. 15483.—1937 Opel Cadet  
"M. E."—All possible information and a handbook.

No. 15484.—1934 Alvis Speed Twenty  
"C. G. G."—Maintenance information and a handbook.

No. 15485.—1930 16.9 h.p. Sunbeam  
"F. P."—Hints and tips on maintenance, general information and a handbook.

No. 15486.—1935 21 h.p. Talbot  
"H. A. F."—Information on reducing capacity by steaming; also a handbook.

No. 15487.—1935 1½-litre Riley Falcon  
"H. T."—General information and handbook. Also handbook for Wilson pre-selector gear box.

No. 15488.—1935-36 Aero Minx  
"F. E."—Experiences and general information, particularly as to gear box and steering; also a handbook.

No. 15489.—Handbooks Required  
"I. R."—1937-38 Wolseley Fourteen.  
"A. J. W. B."—1936 NA-type M.G. Magnette.

"K. F. G."—1935-36 NF-series Wolseley Fourteen.

"G. A. D. C."—1938 Rover Twelve.  
"E. N."—1938 Rover Fourteen.  
"T. W."—1937 Riley Nine Monaco.

"C. S."—1935-36 Riley Twelve.  
"D. L."—1937 Wolseley Ten.

"J. R. H."—1936 rear wheel drive Citroen Ten.

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1949 **AUSTIN** A.40 Countryman Estate Wagon, green, 5,000 miles.

1949 **FORD** 'Prefect' 10 h.p. Saloon, black, fawn cloth, 8,000 miles.

1949 **HILLMAN** Minx 10 h.p. Saloon, dove grey, blue leather, 4,000 miles.

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1948 **HUMBER** Hawk 14 h.p. Saloon, metallic green, fawn cloth, 7,000 miles.

1949 **HUMBER** Hawk 14 h.p. Saloon, almond green, brown leather, 2,000 miles.

1949 **HUMBER** Super Snipe 27 h.p. Saloon, steel grey, grey leather, 4,000 miles.

1949 **HUMBER** Pullman 27 h.p. Limousine, black, leather and cloth, 3,000 miles.

1949 **MORRIS** 'Oxford' Saloon, green, beige leather, 7,000 miles.

1949 **MORRIS** 'Oxford' Saloon, grey, beige leather, 4,000 miles.

1949 **RILEY** 2½-litre Saloon, black, fawn leather, 3,000 miles.

1948 **ROVER** '75' Saloon, black, red leather, 7,000 miles.

1948 **ROVER** '75' Sports Saloon, black, green leather, 10,000 miles.

1948 **ROVER** '60' Sports Saloon, fawn, grey leather, 4,000 miles.

1948 **SUNBEAM-TALBOT** '80' Saloon, gunmetal grey, grey leather, 9,000 miles.

1949 **SUNBEAM-TALBOT** '90' Saloon, satin bronze, red leather, 5,000 miles.

1949 **STANDARD** 'Vanguard' Saloon, granite grey, grey leather, 7,000 miles.

1949 **TRIUMPH** '2000' R.E. Saloon, granite grey, grey leather, 8,000 miles.

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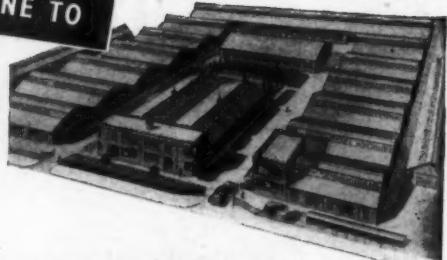
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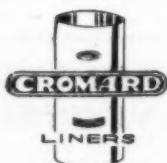
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1937 HILLMAN Wingham cabriolet, green.....	\$275
1947 HILLMAN Minx saloon, black.....	\$275
1937 21.6 HUMBER Terraplane special saloon, fawn.....	\$325
1945 1½-litre JAGUAR saloon, suede green, special equipment.....	\$1,050
1949 1½-litre M.G. saloon, black.....	\$995
1946 23-h.p. RASH saloon, right hand drive, fawn.....	\$1,285
1947 ROVER 12 saloon, grey.....	\$1,075
1947 STANDARD 8 open tourer, grey, 4,000 miles.....	\$495

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1939 Humber 27 h.p. Imperial saloon.....	\$675
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'38 Austin 7 Saloon.....	\$145	0	0
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1949 FORD Anglia Saloon, black, green leatherette, 3,000 miles only, excellent value .....	£595
1947 FORD 10 Prefect Saloon, black, fawn upholstery, excellent condition throughout .....	£575
1947 HILLMAN Minx Drophead Coupe, grey. Most attractive car .....	£675
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1948 HUMBER Hawk 14 Saloon, smoke grey, 8,000 miles, immaculate condition .....	£1,045

- ★ AA OR RAC INSPECTION INVITED
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25 per cent deposit; balance over 12, 18 or 24 months

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1947 MORRIS 10 Saloon, black, brown leather, low mileage, any trial .....	£595
1949 SINGER Super 10 Saloon, black and brown, spotless condition. Good value .....	£645
1947 TRIUMPH, 1800 Roadster, grey, blue leather, 13,000 miles. Really attractive .....	£795
1947 STANDARD 8 Saloon, birch grey, blue hide, 9,000 miles, spare tyre unused .....	£485
1949 STANDARD Vanguard saloon, mist green, red leather, 9,000 miles, radio .....	£965
1947 VAUXHALL 12 Saloon, black, brown interior, very economical, recommended .....	£645
1946 VAUXHALL 14 Saloon, maroon, red hide, carefully maintained .....	£675
1947 WOLSELEY 8 Saloon, black, brown leather, 9,000 miles. As new throughout .....	£545

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*Autocar*

(Supplement iii) 25

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Austin Martin Cars Wanted

CASH immediately for good Austin Martin.—H. F. Edwards, 28, Upper High St. Epsom 9400. 16255

STON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 1100.

OWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

AUSTON MARTIN Ulster wanted, 1935-1936 model, must

be in new condition; preference team car and

spares; photographs and full particulars required.—Box 4648.

## Austin Martin Spares and Services

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940. Specialised servicing facilities; full reconditioning engines available.—Straight Road, Old Windsor. Tel. Windsor 1100. 1565

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AUBURN Phaeton 8501 model, 6-cyl. Columbia, dual ratio axle, perfect running condition, needs re-painting; price £85 including built-in radio.—D. Wyatt, 1 Dorset Drive, Canons Park, Edgware, Middx. Edgware 2763. 14014

£275—Exceptional bargain, 1936 Auburn Phaeton, drop head saloon, model 652 CH, most desirable car and a genuine 120mph model with dual ratio blower and such exclusive features as Lovejoy double action shock absorbers, outside exhausts and numerous special fittings; 4-door full 6-seater body upholstered in best quality plain hide, interior to good class; very cars good and an excellent buy; whole car represents astounding value at the price, having cost well over £700 with extras prior to war, must suit discerning enthusiasts seeking a proper motor car where performance is one of the first considerations; fully guaranteed in writing by:

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1934 Austin 7 saloon; £125.—L. F. Dove, Ltd. 111-115, Addiscombe Rd., Croydon. Ad-discombe 3068. [6535]

1938 Austin 7 Ruby saloon, excellent condition.—2265—Northways Garage, Swiss Cottage, N.W.5. Primrose 1127. [6266]

1938 Austin 7 2-door saloon, nice condition; £205.—Harold R. Hills Garage, 3-5, Ennismore Mews, S.W.7. Kensington 4020. [6585]

1937 Austin Seven Ruby saloon de luxe, all absolutely immaculate, original mats, all tyres new, 50 mpg, taxed year; no offers; £250. Box 4788. [5949]

1935 gns.—Austin 7, 1937. Ruby de luxe saloon, maroon and black, maroon leather, very good condition; terms, exchanges; list; open 8-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6282]

## Austin Seven Cars Wanted

OWLAND SMITH'S the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5138]

## Austin Eight

J. CORYTON, Ltd.

Austin 8hp 4-door sun saloons, reasonable mileages, A very well maintained and in first class condition throughout, mechanically guaranteed, choice of two; from £2515.

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Austin 8 saloon, August, 1946, 13,000 miles; £520.—A. Tel. Harpenden 3480. [5719]

1939 Austin 8 2-door saloon, taxed year.—Mair. 28, Grand Drive, Leigh-on-Sea.—[229]. [6467]

1946 Austin 8 tourer, regd. 1949, reconditioned as new; nearest £350.—Evenings, 77, Church Walk, Stoke Newington. [5857]

1947 Austin 8 saloon de luxe, 7,000 miles; £550.—F. Dowse, 111-115, Addiscombe Rd., Croydon. Ad-discombe 3066. [7397]

1938 Austin tourer, 8hp; 250 or 30 monthly instalments of £10 10s.—The Cooden Eng. Co., Bexhill. Corden 600. [5764]

1947 model Austin 8 saloon, leather, taxed May, 1948.—Alfred and Bernard, Ltd., 372 Kings Rd., Chelsea, P.L. 7345. [6017]

1946 (Dec.) Austin 8 4-door saloon, black, £525—brown leather upholstery, low mileage, exceptional condition throughout.

M. A. CLARKE, 48-50, Chiswick High Rd. Chiswick 0558-2619. [6371]

1940 Austin 8hp 4-door saloon de luxe, one owner, extremely good condition; £365.—Vanderwells (buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5027]

£295—1948 Austin 8 tourer, new type model, with flip-up bonnet similar to post-war Austins, good black leather upholstery, sound hood and very outstanding value for money.—CAMDEN MOTORS, Lake St., Leighton Buzzard. Beds. Tel. 2361 &amp; 3115. Hire purchase, part exchanges.

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## Austin Eight Cars Wanted

THE CAR MART, Ltd. London distributors, wish to purchase Austin 8 cars.—297 Euston Rd., N.W.1. Euston 1212. [0952]

## Austin Eight Cars Wanted

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

SELL your Austin 8 to us good cars urgently wanted

all models.—Offord, 67, George St., W.1. Tel. 6899.

CASH buyers of low mileage Austin 8s; distance

no object.—Hattons, Lord St., Southport. Tel. 2268. [0784]

AUSTIN 8 wanted for cash, immediate.—

A. King's Autos, 725-727 High Rd., Seven Kings, Essex. Tel. Seven Kings 3556-7. [1546]

RAYMOND WAY, the hire-purchase specialists, are

still buying Austin 8, and have unlimited cash

available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5133]

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1940 Austin 10hp saloon, completely reconditioned; £242. [4984]

HILLINGDON MOTORS, 325-7 Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 4128. [4984]

1933/4 Austin 10, 4-door saloon, excellent condition throughout; £152. [1546]

L.S. SERVICE STATION, Kingston Vale, S.W.15. X. Lin. 6535. [6513]

£665—Austin 10, 1946, black, mileage 15,000

L. C. PAUL 32, Bruton Rd., Berkeley Sq., W.1. Tel. 6821. [5056]

£150—1934 Austin 10, 4-door de luxe saloon, black, clean, hide interior, excellent runner.

B.R. MOTORS, 180-182, West End Lane, N.W.6. Chiswick 0496. [6355]

Austin 10hp tourer, just reconditioned and

respected perf. condition.—Burleigh, 20, Aylestone Rd., N.W.6. [5789]

Registered Austin 10hp utility, in immaculate condition; 259gns, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6510]

Austin 10, superb condition, taxed a year; £555.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6265]

1949 Austin 10, 1946, black, sun roof, 10,000 miles; £575. [4984]

W.M. MAYFAIR 9761. [6102]

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Solent, blue, 11,000, perfect.—4, Brick Ln., Park Lane, London, W.1. Grosvenor 4772. [1546]

W.R. WRIGHT LTD., 150, New Bond St., W.1. Grosvenor 6251. terms 24 months.—Stockwell Rd., S.W.9. Tel. 6251. [1607]

1948 Austin A40 Devon, maroon with beige uphol-

stery, heater, sun roof, 10,000 miles; £750.

A. SMITH 4444. [6102]

1948 Austin A40 Devon, light blue with beige up-

holstery, heater, sun roof, 10,000 miles; £750.

S. O. SMITH (MOTORS), Ltd., offer:—

1949 Austin A40 Devon, fitted heater and radio, 8,000 miles only; £845; selection of 50 other

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O. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [9070]

PAUL STREET GARAGE, Ltd., offer:—

1949 (March) Austin A40 saloon, fitted with

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PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St. Station) or Moorgate Underground. [1546]

1949 Austin A40 van small mileage, as new.

GUV ALFREDS &amp; CO. LTD. 6-7 Warren St., W.1. Euston 3268. [4164]

AUSTIN A40 Dorset saloon, green, meticulous owner; £750. [5665]

£815—1949 Austin A40, mist green, beige up-

holstery, heater, sunroof condition; showroom cond.

M. A. KINN &amp; HARRISON, 406-408, Chiswick High Rd. W.4. Chiswick 0558-2619. [6367]

1949 A40 Devon saloon Austin, 10,000 miles, sun-

shine roof and heater, immaculate cond.

WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200. [6016]

£850—1949 Devon saloon, grey.—Lawton-Goodman 36, North Audley St., W.1. Tel. 6860. [6103]

1949 (Feb.) Dorset A40 Austin; £750 offered by

dealer; best over.—Gledhill. Tel. Blackpool 2479. [6497]

1949 Austin A40 Devon saloon, grey, sun roof, 5,000 miles £865; choice of three; trade

enquiries welcomed.

H. C. PAUL, 12, Bruton Place, Berkeley Sq., W.1. Tel. 6821. [6119]

1949 Austin A40 Devon saloon, 4,000 miles.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5810. [6180]

Austin A40, 11,000 miles, ex-doctor's car; £765. [6235]

Johnstone Service Garage, I.A. MUD. 765. [6235]

Austin A40 Dorset saloon, sliding roof, 6,000 miles, £815.—Vanderwells (buyers of use

cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5629]

1949 Austin A40 with heater, 11,000 miles, taxed to end of year; black; £865.—Appleton-Wimborne, 2. Kewick House, Raymond Rd., Wimbledon (Wim. 2046). [6439]

Austin A40 Devon saloon, due, 12,000 care-

ful miles; £835; exchanges, deferred terms.

John H. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274. [6035]

1949 Devon sun-roof 4-door saloon, heater, taxed

immaculate; £850.—Coombes, 15, Mandeville Rd., Maida Vale. [6430]

1949 (May) Austin A40, 2,000 miles, suede green, heater, etc. as brand new; £895.—Seymour &amp; Clements, Ltd., 38 Watford Way, Hendon Central, N.W.4. Hendon 2146. [5528]

1948 (July) Austin A40 saloon, sun roof, heater, and

radio, immaculate; £795.—Acres Autos, 10 &amp; 11, Ascot Parade, Cipham Park Rd., S.W.2 (2 minutes from Clapham North Underground). Tel. Macaulay 5762 and Mai 2873. [5669]

Austin A40 Cars Wanted

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AUSTIN cars

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R O A D, London, N.W.1.

T E L E P H O N E: Euston 1212

R OWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [6012]

CASH buyers of low mileage Austin A40. Distance

no object.—Hattons, Lord St., Southport. Tel. 2268. [10768]

A U S T I N A40 cars wanted.—Motorists (London)

A R T. Ltd., are immediate cash buyers of A40s and 10hp

saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6352]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN A125 and A135**

**A**USTIN Sheerline (Oct., 1949), mileage 3,000, black and fawn leather, radio, heater, tax'd year; B.M.T.A. permission to sell.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [15514]

**1949** Austin Sheerline, black, beige leather upholstered, sliding door, radio, heater, 5,000 miles, immaculate condition throughout. £1,550.—Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [15323]

**Austin A125 and A135 Cars Wanted**

**C**M THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [18554]

**WANTED** urgently, 1948-9 Austin Sheerline saloon, small mileage.—Wilde & Bennett, Hadfield, Tel. Glossop 119. [16415]

**AUSTIN MISCELLANEOUS**

**R**EIONAL DISTRIBUTORS. HIRE car and limousine specialists.

**W**RITE for details and location of cars to SALES Dept.: 45, South Audley St., London, W.1.

**1948** (Oct.) Austin 16 saloon, small mileage, one owner; £925; also Austin 10 Ultron, 7,000 miles, one owner: £650.—GEOFFREY REED, 10, Euston Rd., N.W.1. [16044]

**G**EORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

**A**USTIN 12 (October, 1946) de luxe saloon, 18,000 miles, one owner; £765.—Below.

**A**USTIN 440 Dorset de luxe saloon, sliding roof, heater, low mileage, as new; £265.—Robbins, East Putney, Tel. 4591-2. [16596]

**1936** Austin tourer, £125.—Johnstones Service Garage, 1a, Mildmay Ave., N.1. Canbury 6666-7-8. [13984]

**T**ANKARD & SMITH, Ltd., offer the choice of many Austin 16, 18, 20 and higher horse-power limousines their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-5. [10374]

**Austin Miscellaneous Cars Wanted**

**R**OWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926]

**G. NORMAN & Co.**

**A**UTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

**C**ARDS immediately, for Austin.—H. F. Edwards, 28, Union Street, Enson 9400. [16254]

**BRITISH & COLONIAL MOTORS**, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. [16179]

**A**USTIN cars wanted; cash or exchange; h.p. as selected.—Mac. 12, Brambledown Rd., Wallington. [16542]

**C**HARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [18581]

**WEYBRIDGE AUTOMOBILES**, Ltd., the Austin agents, urgently require late type Austins.—Tel. Weybridge 233. [0541]

**J**ACK OLDRING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition.—Mayfair 5242. [0612]

**J**OHNSON'S SERVICE GARAGE urgently require all makes Austin cars.—1a, Mildmay Ave., N.1. [13890]

**A**USTIN 10, 12 and 16hp saloon, late models wanted urgently for cash.—Rawlings Bros., Ltd., 67, Cromwell Rd., S.W.7. Tel. 8161. [0416]

**1938** Austin 10 or 12 required, must be clean and medium mileage stated.—Wilson's, 16, Trinity Od., S.W.9. Brixton 4011. [0313]

**U**RGENLY required, all models Austin cars in really good condition.—Beadmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 33-7-6. [1039]

**A**ustin Spares and Service NORMAND, Ltd.

**T**HE best service only, highly skilled mechanics with efficient supervision.

**N**ORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0223]

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**A**UTHORIZED Austin dealers.

**S**PARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

**THE CAR MART**, Ltd.

**L**ONDON distributors, spare parts for all models cars and trucks.

**T**HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160]

**F**ITTINGS, etc., try Sands, the Austin People, Burnham, Bucks. 84. [13035]

**F**OR Austin mudguards, running boards, 1931-39. Tel. Brooks, 85, Queen's Rd., Brighton. [03823]

**R**EPAIRS! New pattern gears (7.10hp, etc.); record exch. exch. body or trade discount!—Pri. 2647.

**W**INDSOR SERVICE, N.W.3. Tel. 2647. [10196]

**B**ROOK-HURST GARAGE.—Harrow agents for Austin; sales, service, spares reconditioned units.—Uxbridge Rd., Harrow Weald Middlesex. Tel. Grimsdyke 561.

**A**USTIN 7 spares, any year, any part, largest stockists in W.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2628. [02824]

**A**USTIN 7 spares, any year, any part, our comprehensive stock of spare parts and our complete price list on application.—Fairley's, Austin Seven Specialists, John St., Sheffield, 2. Tel. 22876. [02857]

**A**USTIN spares.—Largest stockists in South London for Austin car and commercial vehicles parts; new and replacement units from stock; free delivery to any area.—Wimbledon Motor Works Ltd., 29, High St., SW.19. Wim. 0123. [10414]

**P**RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gearboxes, pumps, clutch, flywheel, starters, valves and electrical units from stock; repairs and service to Austin exclusively.—57 Acre Lane S.W.2. Brixton 1155. [10184]

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**A**USTIN 7 spares, any year, any part, our comprehensive stock of spare parts and our complete price list on application.—Fairley's, Austin Seven Specialists, John St., Sheffield, 2. Tel. 22876. [02857]

**A**USTIN spares.—Largest stockists in South London for Austin car and commercial vehicles parts; new and replacement units from stock; free delivery to any area.—Wimbledon Motor Works Ltd., 29, High St., SW.19. Wim. 0123. [10414]

**P**RYNN & STEVENS, Ltd., the South London Austin

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depot, full range of parts and units in stock; exchange engines, gearboxes, pumps, clutch, flywheel,

starters, valves and electrical units from stock; repairs and service to Austin exclusively.—57 Acre Lane S.W.2. Brixton 1155. [10184]

**A**USTIN 7 spares, any year, any part, largest stockists in W.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2628. [02824]

**A**USTIN 7 spares, any year, any part, our comprehensive stock of spare parts and our complete price list on application.—Fairley's, Austin Seven Specialists, John St., Sheffield, 2. Tel. 22876. [02857]

**A**USTIN spares.—Largest stockists in South London for Austin car and commercial vehicles parts; new and replacement units from stock; free delivery to any area.—Wimbledon Motor Works Ltd., 29, High St., SW.19. Wim. 0123. [10414]

**P**RYNN & STEVENS, Ltd., the South London Austin

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Bentley Cars Wanted

**S**OUR demand is urgent.

**O**WNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies' London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515]

**C**

**M**THE CAR MART, Ltd., wish to purchase Bentley cars, 320 Euston Rd., N.W.1. Euston 1212. [0595]

**J.**

**W**ANTED. Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate/cash settlement.

**J.** MARSHALL, 869, St. Albans Rd., Watford. Tel. Garstang 4666. [4387]

**R**OWLAND SMITH'S, the Bentley buyers.—Hamstead High St. (Hampstead Tube). Ham 4041.

**C**ENTRAL GARAGE, CROYDON, are interested to receive details of Bentley cars for disposal.—Fell Rd., Croydon. Tel. Cro. 7464. [0725]

**W**E are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7456]

**R**IPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340. 5 miles. [0597]

**J.** ACEOLDING, Ltd., 8-10, North Ardley St., W.1. official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0513]

**C**HARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—Berkeley St., W.1. May. 6266. Service, works & stores, 12, Wellesley Ave., W.6. Riv. 1413. [0593]

**Bentley Spares and Service**

**J.** ACK BARCLAY, Ltd., LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

**W**ORKS, Lombard Rd., Merton Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0524]

**W** W COOPER, Ltd., Catherine St., St. Albans 4345. SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0592]

**C**HARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

**S**HOWROOMS.—18, Berkeley St., W.1. May. 6266. SPARE parts.

**S**ERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [0597]

**B.M.W. Cars Wanted**

**C**ASH immediately for good B.M.W.—H. F. Edwards, 28, Upper High St., Epsom 9400. [0560]

## BRISTOL

**A**F.N., Ltd., JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—

**1949** Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers.

**1948** Bristol saloon, 400/85A, metallic green, one owner, always serviced by us.

**1948** Bristol saloon, 400/85A, metallic blue, radio and heater, one owner.

**F**ULL particular on request.

**FALCON** Works, London Rd., Isleworth. Hounslow 0011.

**U**M Ltd., **U**NIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

**U**NIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0166]

**K**EVILL, DAVIES & MARCH, Ltd.

**O**FFICIAL Bristol retailers.

**41**—42 Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296]

**C**HARLES CRUCKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490]

**S**COOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598.

**B**RISTOL, all models including type 401 4½-seater on view, also Bristol type 400 saloon; used model available; the advantages of dealing with leading distributor will be obvious.

**A**THONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [1839]

**1948** Bristol 400 saloon, maroon, one owner, heater and radio, 26,000 miles, taxed: £1,750.—

**U**NIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0583]

**Bristol Cars Wanted**

**A**F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [0463]

**Bristol Spares and Service**

**J**AMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73 Dobbies Lane, Glasgow, C.4. Tel. Douglas 0638. [0458]

**G**REAT BRITISH SALMON Spares and Service

**C**OMPLETE overhauls, repairs, service and spares for British Salmon cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245]

**B.B.A.**

**1938** B.S.A. Scout Type 5A sports 2-seater, black, red leather: £225.—Morgan 15729, Beatrix Rd., Edmonton, N.4. [05729]

## B.S.A.

**295** gns.—B.S.A. Scout, 1939 model, 10hp, series 6 sports 2-seater, metallic blue, blue leather, very good condition, year's tax; terms, exchanges.—Rowland Smith, below.

**125** gns.—B.S.A. 1934, 1½hp Peerless foursome coupe, black, sliding head, red leather, very selected, fluid flywheel, good running, term's exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [0528]

## B.S.A. Cars Wanted

**R**OWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham 4041.

**R**AYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0526]

## B.S.A. Spares and Service

**B**ASIL ROGERS, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Portland St., W.1. Langham 7733. [0144]

## BUGATTI

**T**YPE 43 Straight 8 supercharged open sports, good tyres, splendid performance, easy starter: £500.—

**Box** 4818. [0528]

**T**YPE 35c 2-litre Grand Prix supercharged, Bugatti chassis, polished steel, racing and road wheels, large brakes, new racing

dunlop, polished steel, racing and road wheels, chrome plated, cycle-type wings, Buick head lamps; offers around £600; owner is prepared to sell on hire purchase if desired, trial willingly.—Box 4081. [0515]

## Bugatti Spares and Service

**J.** LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1351. [0071]

## BUICK

**C**AR MART, Ltd.

**B**UICK 1938 Pullman 7-seater limousine, 32,000 miles: £1,175.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [0526]

**B**ROWNS for Buick.

**1939** Buick 7-passenger Ambassador long chassis, radio, privately owned only, low mileage, immaculate: £375.—Brown's Garage, Loughton (Essex) 4119 (Tube). [0543]

**SIMPSON'S MOTORS** offer:—

**1937** Buick special foursome drop head coupe, immaculate: £425.—

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 3903. [1754]

**CONTINENTAL CARS, Limited.**

**1935** Buick four-seater Victoria coupe: £165.—

**PORTRSMOUTH** Road, Send, Surrey. Tel. Ripley 3122-3. [0576]

**JOE THOMPSON (MOTORS), Ltd.**, offers:—

**1947** Buick 51 super saloon, colour blue, l.h.d., 25,000 miles, grey cloth upholstery, fitted with heater: £220.—

**1948** Buick 51 super saloon, r.h.d., low mileage: £275.—

**JOB THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin's). Ken 4858. [0528]

**1940** Buick Albermarle d/h coupé, grey, new tyres: £700.—Box 4617. [0527]

**£555**—1938 Buick Viceroy saloon, recorded mileage: £45,000, magnificent condition throughout: part exchange: £555.

**ERIC HAYES**, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [0550]

**IMOUSINES**, room 7/8-seat Buicks; from £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [0165]

**£750**—1939 Buick 8 drophead foursome coupe, steering column gear shift, immaculate: £750.—Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4834. [0586]

**JULY** 1937, Buick Majestic drop head 4-door saloon, 5-6-seater, black, brown hide interior, almost as new: £750; or exchange other car cons'd.—178, Sims Rd. [0582]

**£295**—1938 Double Enclosed, 8-forward, radio, 56,000 miles, good: £295.

**HILLWOOD MOTORS**, 1939 Buick Century saloon, super condition, leather interior, sun roof, recently had expensive overhaul by Buicks, fine investment: £575.—365/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4228. [0542]

**£295**—1935 Series NA, 1935, quite a good specimen, finished in black and chrome with winding division, face forward occasions (three-seater), runs particularly well having regard for the year; new set of tyres this year; fully guaranteed and specially recommended.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; forty-two limousines in stock; write for 18-page fully priced catalogue; easy and confidential hire-purchase facilities; part exchanges; free delivery.

**LIMOUSINE**, 1937, Double Enclosed, 8-forward, radio, 1946-condition, black: £795.—Below.

**1938** 8-seat, partitioned, 8-forward, black, £1,000, unconditionally good condition, radio, privately owned, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [0522]

**Buick Cars Wanted**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** wish to purchase all models Buick. Wembley 3903. [0594]

**CASE** immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [0521]

**SOLE** concessionaires, Lendrum & Harman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albermarle St., London, W.1. Regent 7121. [0504]

**1938/9** 9 Buick saloon, must be in good condition, genuine small mileage.—Southside, Woodland Ave., Hornchurch, Essex. Tel. Elgar 6621. [0541]

**Buick Spares and Service**

**BUICK** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0541]

**CADDILLAC**

**1939** Cadillac black saloon 605, 39.9hp, excellent condition, mileage 40,000, radio, laid up in war, seen N.R. Yorks, offers above £200.—Box 5794. [0574]

## CADILLAC

**JOE THOMPSON (MOTORS), Ltd.**, offers:—

**1947** Cadillac 60 special 4-door saloon, very low mileage, immaculate car.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington next to Michelin's. Ken 4858. [0528]

## Cadillac Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Cadillac. Wembley 3903. [0594]

**COMPLETE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models. Showrooms, Buick House, Albermarle St., London, W.1. Regent 7121. [0504]

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## CHEVROLET

**JOE THOMPSON (MOTORS), Ltd.**, offers:—

**1948** Chevrolet Fleetline saloon.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin's). Ken 4858. [0528]

## Chevrolet Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Chevrolet. Wembley 3903. [0594]

**DISTRIBUTORS** for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem 3598. [0519]

## Chevrolet Spares and Service

**CHEVROLET** spares and repairs, for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem 3598. [0519]

## CHRYSLER

**DICKS CAR SALES** offer:—

**1947** Chrysler Windsor saloon, numerous extras, very low mileage, positively as new: £1,550.

**DICKS CAR SALES**, Ltd., 39-401, High Rd., Kilburn, Maida Vale 6888-9. [0523]

**JOE THOMPSON (MOTORS), Ltd.**, offers:—

**1948** Chrysler Town and Country.

**1947** Chrysler New York saloon.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin's). Ken 4858. [0528]

## Chrysler Cars Wanted

**ROWLAND SMITH'S**, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham 4041. [0515]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Chrysler. Wembley 3903. [0594]

**LOW** mileage Chryslers, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0565]

**F** W. D. CITROEN 12hp wanted, cash or part exchange.

**Standard** 10—P. Brackley, Great Lane, Brierley Aylesbury. [0567]

**7-SEATERS** 1937/38 Royal-Wimbledon-Dodge, privately owned. Limousines required.—Alois Provincetown Court, Grosvenor Square, Mayfair-2941. [0527]

## Chrysler Spares and Services

**CHRYSLER** spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Tel. 01-901400. [0479]

**CHRYSLER** Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2324. [0504]

## Citroen Spares and Services

**CITROEN** spares parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Tel. 01-901400. [0479]

**CITROEN** Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2324. [0504]

## H. W. MOTORS, Ltd.

**THE** Citroen specialists offer:—

**1946** Light 15 de luxe saloon, metallic green, beige upholstery, new tyres: £685.

**1947** Light 15 de luxe saloon, black/cream, brown upholstery, new tyres: £685.

**1947** Light 15 de luxe saloon, black, brown upholstery, new tyres: £775.

**1940** 23hp 6-cylinder grand luxe saloon, black, brown upholstery, a magnificent vehicle in equal new condition: £950.

**WE** especially interested in all owners and prospective service facilities: at their disposal.

**H. W. MOTORS, Ltd.**, Walton-on-Thames. 783 & 1437. [0504]

**1947** Citroen Light 15, extensively overhauled, new lines, bearings, universal, etc., radio, etc., £1,000. [0505]

**1947** Citroen Light 15, extensively overhauled, new lines, bearings, universal, etc., radio, etc., £1,000. [0505]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## CITROEN

**R**OUNDABOUT offer:  
**1947** Citroen light 15, 14,000 miles, genuine, one owner, beautifully kept.  
**1947** COUNDRABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5.  
**CHIPSTEAD MOTORS**, Ltd.—See advert. under "Sports Cars," Advt. No. 6200.  
**1947** Citroen, 7,700 miles, radio, heater; £895.—  
**1947** Harold R. Hills Garage, 35-5, Ennismore Mews, S.W.7. Kensington 4020.  
**CASSE MOTOR LTD.** 1940 Citroen 12hp saloon, speedo, running, 25,000 miles, good condition, wireless, Warren St., W.1. Euston 4110. [5620]  
**1949** (Feb.) Citroen 15 black saloon, one owner, small mileage, taxed year, fitted radio.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5474]

**1949** 20hp red 6-cyl. Citroen saloon, colour silver with new leather, recent overhaul, nearly new tyres, special large front and twin spot lamps, new horn, Fram oil filter, etc.; £875.—Woking Motors (May Hill), Ltd., Woking 1928. [5014]  
**JOHN S. TRUSCOTT**, Ltd.—for really good Citroens: only first-class examples are offered; present stock includes two 1940 saloons, 12,000 and 20,000 miles, one 1949, 17,000 miles, exchange, deferred terms.—175, Westhampnett, Chichester, W.1. Bays 1629.  
**1949** CITROEN 12hp, May 1939, in magnificent condition, black, new tyres, bodywork, interior and mechanical condition perfect, engine owned, owner going abroad; bargain; £455.—Banks, 42, Wharfedale Gardens, Thornton Heath, Surrey 9, 911 51. [5094]  
**£185** F.W.D. Citroen 12hp, 1935, fitted 1938 engine, new crown wheel and pinion, universal joints, etc., taxied, clean interior, fair paintwork, thoroughly reliable car with good performance and over 30 m.p.g.—Garrard Motors, 132b, Uxbridge Rd., Hanwell, 17. Ealing 4635. [6207]

**£485** 1935-5 12hp roadster, 1936, enclosed coachwork, fawn and chrome upholstered in high quality maroon leather, with maroon hood to match; late owner a Citroen enthusiast, has spared no expense in the matter of maintenance and over £55 has been spent recently to keep the car in 100% condition; all bills are available and history is known; tire, car or phone.

**CADDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel 2381 and 3115; hire purchase, part exchanges.

[5962]

## Citroen Cars Wanted

**C**  
**M**THE CAR MART, Ltd., wish to purchase Citroen cars, 320, Euston Rd., N.W.1. Euston 1212. [0712]  
**G. NORMAN & Co.**

**CITROEN** Sole distributors for the County of London. **U**IVERSITY of low-mileage Citroen cars, 46-52, Vaughan Bridge Rd., London, S.W.1. Victoria 7611-6.  
**CITROEN** (post-war) or similar car reqd.—Fiat 81. [5140]  
**C. H. W. MOTORS**, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 785 and 1437.  
**OWLAND SMITH'S**, (Hampstead Tube), Ham 5041.  
**CITROEN** roadster wanted privately.—Adler 30 Baker St., London, W.1. Tel. Wel. 9202, or 5786 evenings. [5342]

**J**OHNSON S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bays 4274.

**A**CE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774]

**Citroen Spares and Service**  
**SOUTH of the Thames.**

**B**ALES of Croydon—Distributors and specialists for over 25 years. Tel. Croydon 3131-2 [0137] 10187. Buy your used cars to the Citroen specialists; we will repair them.

**THE HEADINGLEY MOTOR & ENG. CO., Ltd.**, 8, Oley Rd., Leeds. Tel. 5267-8. Grams, Trubie.

**WIDCOMBE GARAGES** Ltd., Pulteney Rd., Bath 4863.—Citroen spares reconditioned drive trains, 48-hr. service. [7923]

**CITROEN** specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elaston Mews, S. Kensington, S.W.7. Western 6974.

**CITROEN**.—We are distributors for N.W. Kent and specialists in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Beckenham 726. [7046]

**CROSSLEY** Six 15.7 Shelsley saloon, 27,000 genuine miles, one owner, serviced entirely by us, really good condition throughout; £175.—A. & B. Garages, Ltd. Tel. Ramsgate 4. [6452]

**DAIMLER**  
**C**CHARLES FOLLETT, Ltd., offer:—

**1950** Daimler 2½-litre Barker drop head coupe, black, brown leather, heater, radio, 2,400 miles only, as new; £1,850; B.M.T.A. permission to sell. [18] Berkeley St., W.1. May 6266.

**SERVICE** Works and Stores, 12, Wellesey Ave., W.6. Riv. 1413. [6090]

**GUY SALMON AUTOMOBILES** offer:—

**1940** Daimler Straight Eight sports saloon; this was first registered in 1948 and has since covered a total mileage of 5,000. List price in 1940 was £1,660; now offered at £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2. [4584]

**1936** Daimler E20 4-light saloon, reasonable mileage; £375.—

**GEOFFREY NEWMAN & Co.**, 369, Euston Rd., N.W.1. Euston 4466. [6045]

**£225**—Daimler 15hp sunshine saloon, a reliable, good quality car.

**WADCO MOTORS**, 150, West End Lane, N.W.6. Hampstead 1177. [5308]

**1946** 2½-litre Daimler saloon, in grey and blue, small mileage, an attractive car.

**LANCEFIELD COACHWORKS**, Wrenfield Place, Herries St., W.10. Ladbroke 2951. [6400]

**WE** buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mai 0267. [1099]

**UNIVERSITY MOTORS**, Ltd., 7, Hertford St., London, W.1. Delage specialists; all facilities and war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [6493]

**HEAD office**, 82, Park St., W.1. [6401]

## DAIMLER

**D**AIMLER 18hp 1946 saloon, wireless, etc., genuine mileage since maker's overhaul 24; £1,175.—Palmore Bros., 10, Broughton, Essex. London 10-6520.  
**1937** Daimler 18hp, black, excellent condition; £400.—14, F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6532]

**C**ASE'S MOTOR MART.—1937 Daimler 17hp saloon, first registered July 1938, 36,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110.

**D**AIMLER 1937-38 26hp light Straight 8 sports saloon, immaculately maintained by owner, new condition; £825.—30, Gloucester Rd., S.W.7. Tel. We 0628. [5868]

**1939** Daimler 18hp special coupe, in beautiful condition, finished in two shades of bronze; £800 or offer.—Mowbray, Leigh Rd., Worsley. Walkden 2520. [6457]

**S**PINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

**D**AIMLER HOUSE, Bournemouth. Tel. 5405. [1054]

**L**IMOUSINE Windover coachwork, occasional seats not used for hire; £205.—Wareing, 36, Erlemanor Rd., Bournemouth. [4762]

**S**TRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London, W.1. Tel. Strat 6376. [6176]

**175** gns.—Daimler 15, Oct. 1934, de luxe 4-door limousine, black sliding head, brown leather, pre-selector, good tyres, very good condition; terms, exchanges.—Rowland Smith, below. [6266]

**595** gns.—Daimler 20, 1938, semi razor edge sports saloon, sliding head, black, red leather, pre-selector, new tyres, used, exceptional condition, terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6176]

**D**K.W. spares and service

**N**EW big-ends and mains fitted to D.K.W. crankshafts.

**C**F. SMITH & CO., 83-85, St. John's Hill, Clapham Junction, Bat. 0871. [0066]

**DODGE** DODGE specialists—spares, exchange engines

**D**ODGE specialists—spares, exchange engines

**F**AT

**1947** reg. Dodge 4-dr. saloon, leather upholstery, r.h. steering, radio, spare unused, speedo, 21,000 miles; £1,795. [6153]

**APPLY**—North Road Garage, Welwyn 461. [6153]

**JOE THOMPSON (MOTORS)**, Ltd., offers:—

**1947** Dodge saloon.

**JOE THOMPSON (MOTORS)**, Ltd., 87, Fulham Rd., South Kensington (next to Michelin's), Ken. 4656. [5233]

**Dodge spares and service**

**DODGE** specialists—spares, exchange engines

**H**IGH SERVICE, 1-A Mitchell (Motors) Ltd., 1 Balham High Rd., London, S.W.12. (Tel. Balham 2254). [1036]

**F**AT

**1947** reg. Fiat 1100 4-door saloon, in new condition; £875.

**A**FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Tel. Rus. 2674. [15605]

**1938** Fiat 1100 4-door, 1938, condition, immaculate throughout; £250. [L. T. Clarke 73, Cadogan Lane, S.W.1. Sloane 4727.] [6538]

**1938** Fiat 500, very attractive, and good condition, grey, with red interior; £250.—Miss N. Farrell, 42, Castle St., Cirencester, Glos. [6150]

**FOX & NIGEL**, Ltd., have 1938 Fiat 500 models.

**FOUR** four-seater, result 500 engs usually available; spares and service specialists.—Kingston By Pass Rd., Derwent 1122. [6242]

**1938** Fiat 1100 pillarless saloon, sun roof, in very good condition; £325.—Albemarle Mansions, 1, Queen Anne St., St. J. (ad.), Barracks, N.W.1. Tel. Euston 6507 and 1520. [5043]

**MAYFAIR GARAGES**, Ltd.—1940 model fixed head.

**M**AYFAIR GARAGES, Ltd.—1940 model fixed head.

**M**AYFAIR GARAGES, Ltd.—1940 model 2½-litre, de luxe

**M**AYFAIR GARAGES, Ltd.—1940 model 2½-l

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Fiat Spares and Service

**FIA**(ENGLAND), Ltd., Water Rd., Wembley, sole licensee for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Ferivale 5851. Grams: Fiat, Wembley. [1090]

**B.D.J.** offer: a complete service for your Fiat 500, including re-spraying, re-trimming and 24-hour exchange engine service, including smashed engines, from £87/10 plus fitting, engines for sale, used £50, reconditioned £7/10.—**D.J. (England), Ltd.**, 65, Lansdowne Rd., Harrow. One minute Harrow Metropolitan Temporary Tel. Yerion 1818. [10570]

## FORD (8 h.p.)

**CAR MART**, Ltd.

**FORD** 8hp 1949 Anglia saloon, 2,000 miles; £635.

**FORD** 8hp 1949 Anglia saloon, 9,000 miles; £595.

**FORD** \*1949 Anglia, fitted with 10hp engine, 7,000 miles; £650.—**Car Mart, Ltd.**, 150, Park Lane, W.1. Grosvenor 3434. [5927]

**N**EWNHAMHS, Ltd.

**1949** Ford Anglia saloon, black with brown, low mileage.

**N**EWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [16401]

**B**ROWN'S for Ford.

**1940** Ford Anglia saloon, excellent condition; £345.—**Brown's Garage**, Loughton (Essex) 4119 (Tube). [6113]

**P**ERRY & OF HARROW

Have an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

**W**HAROLD PERRY, Ltd. Station Bridge, Wealdstone, Harrow Middlesex. [10099]

**P**RIDE & CLARKE, Ltd.

**1947** Ford Anglia, black with red upholstery, one owner; £450.

**1947** Ford Anglia, black with red upholstery, 11,000 miles; £460.

**1947** Ford Anglia, black with brown upholstery, radio; £475; terms 24 months.—Stockwell Rd., S.W.9. Tel. 6251. [16079]

**SIMPSON'S MOTORS** offer:—

TWO 1939 Ford 8s; £320 each.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 3903. [5050]

**H. A. SAUNDERS, Ltd.** offer:—

**FORD** 8hp Anglia saloon, 4,000 miles; £535.

**H. A. SAUNDERS, Ltd.** Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5955]

**G**. P. (BALHAM), Ltd., offer:—

180 gns.—1936-7 Ford 8 saloon, excellent condition, original paint, good tyres, any trial.

**G**. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube), Batt. 3117. [6096]

**DAGENHAM MOTORS, Ltd.** Ford main dealers.

**1949** Ford Anglia, black, 4,000 miles.

**1949** Ford Anglia, black, 7,000 miles, choice of 3.

**56**, Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 3588), and 8 & 12, Sangleys Rd., Catford, S.E.6 (Hither Green 4821). [5943]

**1948** (April) Ford Anglia, colour black, fitted radio, one owner; £495.

**W**J. BROWN, Ltd., main Ford Dealers, 339, Finchley Rd., N.3. Tel. 4414. [5881]

**1939** new mats, splendid chassis; £325.

**M**AGDALE MOTOR, 311, Trinity Rd., Wandsworth Common, S.W.18. Batteries 5575. [5501]

**189** gns.—1937 Ford 8 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5168]

**£295**—1938 Ford saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [5284]

**1949** Ford Anglia 8hp, black and red, 4,472 miles; £610.—R. Owen, Llysarfon, Llandysul. [6484]

**South Wales.**

**1947** Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley. [6154]

**1949** Ford Anglia saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [6167]

**£555**—1949 Ford Anglia saloon, black, brown leather upholstery, 10,000 miles, genuine, showroom condition throughout.

**M**AKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [6369]

**1946** Ford 8 Anglia saloon, very clean and in good running order; £435.—1936 Ford 8 popular saloon, good running order; £195.

**FERRARI** OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6599]

**1949** Ford Anglia, 2,800 miles, as new; £600.—Car Centre, Guildford Road, Woking. Tel. 1282. [5813]

**1939** Ford 8hp de luxe saloon, completely recon-

ditioned, "recellulosed", etc., amazingly condition; £390.—Robbins, East Putney. Tel. 4581. [5919]

**1948** (August) Ford Anglia saloon, exceptionally nice car throughout; £445.—A. Avery & Son, Ltd., 12, King Rd., Chelsea. Tel. 7281. [6168]

**A**THUR E. GOULD, Ltd., 200-222, Regent St., W.1. Tel. 1594-5. [1946-5] Ford Anglia saloon, low mileage, all guaranteed; also earlier models. [5367]

**£65** deposit or £195 cash, 1937 model Ford 8 saloon, clean black cellulose, with red leather upholstery, economical car; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. [6057]

## Ford Eight Cars Wanted

**C**M

**THE CAR MART**, Ltd., wish to purchase Ford 8hp cars.

—150, Park Lane, W.1. Grosvenor 3434. [10713]

POST-WAR Ford 8 required, cash payment.—Morley, 54, Stratford Hill, S.W.7. Tel. Fulham 4488. [10845]

**O**WLAND SMITH'S, the Ford 8 buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041.

**C**ASH buyers of low mileage Ford 8s; distance no object.—Huttons, Lord St., Southport. Tel. 2268.

**F**ORD 8 1938-46 wanted in good condition.—Write K., 35, Kingston Hill, Surrey. Tel. Kin. 3116; after six, 8249.

**D**AGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London W.1. Regent 4866. [10588]

**F**ord Eight Cars Wanted

**P**ost-war Ford 8 required, cash payment.—Morley, 54, Stratford Hill, S.W.7. Tel. Fulham 4488. [10845]

**O**WLAND SMITH'S, the Ford 8 buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. [10845]

**M**ASTON MOTOR Co., Ltd., for your Ford 10. Tel. 2268.

**C**ASH buyers of low mileage Ford 10s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [10788]

**F**ORD 10 Prefect saloon wanted.—Turnbull, Rose House, Station Hill, Winchester. [15881]

**F**ord Ten Cars Wanted

**I** REQUIRE post-war Ford 10 urgently.—30, Ryecote R., S.W.1. Tel. 1260. [10843]

**O**WLAND SMITH'S, the Ford 10 buyers—Hampstead High St. (Hampstead Tube). Hampstead 6041. [10843]

**M**ASTON MOTOR Co., Ltd., for your Ford 10. Tel. 2268.

**C**ASH buyers of low mileage Ford 10s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [10788]

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**D**AGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London W.1. Regent 4866. [10588]

**F**ORD 10s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5356-7. [15881]

**W**ANTED urgently, 1948 Ford Prefect black saloon, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., London W.1. Langham 3635 and 3954. [1861]

**R**AYMOND LTD., the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Eltham, Kent. Kilburn, N.W.8. Maid Vale 6044 (10 lines). [15660]

**F**ORD (IV.8)

**D**AGENHAM MOTORS, Ltd., Ford main dealers.

**F**ORD 10hp cars for cash.—56, Park Lane, London W.1. Regent 4866. [10588]

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**R**AYMOND LTD., the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Eltham, Kent. Kilburn, N.W.8. Maid Vale 6044 (10 lines). [15660]

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**R**AYMOND LTD., the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Eltham, Kent. Kilburn, N.W.8. Maid Vale 6044 (10 lines). [15660]

**F**ORD Pilot

**D**AGENHAM MOTORS, Ltd., Ford main dealers.

**F**ORD Pilot, black, brown hide, radio, 10,000 miles.

**56**, Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 3588), and 8 & 12, Sangleys Rd., Catford, S.E.6 (Hither Green 4821). [5945]

**£395**—1939 Ford 30hp 81A drop head four-seater, running, new tyres, stone red leather, excellent running.

**F**ORD MOTOR CO., Ltd., 180-184, West End Lane, N.W.5. Hampstead 6490. [16460]

**1949** American V.8 Ford de luxe saloon, 2,000 miles. Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-670. [15391]

**F**ORD V.8 Pilot, finished black, in excellent condition, running, new tyres, stone red leather, £1,200. [15734]

**1939** Ford 8 saloon, fitted with 30hp engine, in good condition; £225.—Collins' Garage, Wansford, Peterborough. Tel. Wansford 204. [15856]

**G**ORDON CARS (LONDON), Ltd.—1949 Ford Pilot

saloon, black, heater, radio, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [16166]

**F**ORD 22hp, Nov. 1938, black, brown leather, many extras, immaculate throughout, any trial or examination; £325.—Shilton, 76, Greenway, Totteridge, N.20. Tel. Hillside 2376. [16460]

**F**ORD Pilot V.8, Dec. 1948, a car that has really been cared for, black with brown upholstery, car and tyres in excellent condition, private owner; certified mileage 17,000, serviced monthly; price £295.—Box 4815. [16525]

**325** gns.—Ford V.8, 1939, 22hp 4-door saloon, Coronation blue, grey leather, excellent condition; terms: exchanges; list; open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). [16461]

**225** gns.—Ford V.8 Mercury, r.h. drive, regd. 1948, green, excellent condition throughout; £285.—Attrie, 2, Barnetgate, Southampton. Tel. 3220. [16498]

**195** gns.—1937 Ford V.8 22hp, new engine, November, 1939, excellent running order.—104a, Lexham Gardens, W.8. Tel. Central 3730. [15730]

**1949** Ford V.8 Pilot, finished black, in excellent condition, running, new tyres, stone red leather, £1,200. [15734]

**1939** Ford 8 saloon, fitted with 30hp engine, in good condition; £225.—Collins' Garage, Wansford, Peterborough. Tel. Wansford 204. [15856]

**F**ORD Prefect 8 saloon, black, in first-class condition; £595; 1939 Ford Prefect saloon, loose covers, excellent condition; £385. [16167]

**F**ERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6599]

**1949** Ford 10 Prefect saloon, new type, 6,000 miles, radio, equal to new condition.—Autoworld Ltd., Winchester, Tel. Winchester 4834. [5985]

**1948** Prefect 4-door saloon, leather upholstery, mileage 12,000, chauffeur maintained; price £600.—Reg. 0588 or write Rayner 33, Cork St., W.1. [16444]

**1936** Ford 10hp saloon, excellent running order, selling because 1950 car obtained.—Herman Johnson, 61, Ruskin Rd., Caversham, Wall 8182. [15006]

**1947** Ford 10 Prefect saloon, black, fawn interior, reconditioned engine just fitted. Licensed December 1950; £589.—Robbins, East Putney. Tel. 4581. [12084]

**1948** (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £595.—Wembley Court Motors, High Rd., Wembley. Arnold 5212-2. [16155]

**£565**—1947 (July) Ford 10 Prefect saloon, very low mileage, one owner model, spotless order and practically as new brand new in every respect; fitted radio and other extras.

**VAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; hire-purchase, part exchanges.

Tel. 4581. [15983]

**£395**—1939 Ford 10 Prefect 4-door de luxe saloon, real leather upholstery, sunshine roof, clock etc. magnificently finished in ash beige cellulose, red interior, whole vehicle outstanding, and will be the envy of your neighbours, hire purchase, exchanges; 3 months guarantee.

**AMB**S of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [16270]

**UTILIT**Y—**F**OR D OR OTHER BODIES

**R**OWLAND SMITH'S for Utility Cars.

**195** gns.—Ford V.8, 1938 (reg. 1941), 22hp, fitted 4-door 5-seater timber utility body, sliding glass windows, removable rear seat, very good condition.

**T**errier, 1940, £100. [16083]

**F**ORD 10hp Utecon, first reg. 1950, fold-flat seats, whole vehicle in excellent condition and almost as new; very good tyres, etc.; £435.

**F**ORD SERVICE GARAGE, High St., Iver, Bucks. Tel. Iver 161. [15447]

**1948** Fordson 10cwt forward control with Utility Motors, Palmerston Rd., N.W.6. Tel. 6073. [16083]

**F**ORD 10hp Utecon, first reg. 1950, fold-flat seats, whole vehicle in excellent condition and almost as new; very good tyres, etc.; £435.

**F**ERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5510]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY—FORD OR OTHER BODIES

**£145** Ford V.8 converted shooting brake, 1939, reconditioned engine recently resleeved, only 500 miles, excellent condition, suitable for small business, bargain, no offers.—Tel. Ealing 4426. [5879]

**FORD** V.8 Mercury 6-8-seater shooting brake, bird's eye maple wood body, sliding and winding safety glass windows, all leather interior, rear change, hydraulic brakes, Dunlopville upholsterer, 18mpg. £10 tax reconditioned ex-W.D. from £555.

**MATHEW BROTHERS**, Matbro Works, Sandy Lane North, Wallington, Surrey. "Grams" Matbro. Tel. Wallington 4050.

**£399** Ford 1.1-litre 6hp Mercury shooting brake, 1.1-litre drive, 1947 registration, 4-door body in light oak (genuine Canadian built), attractively finished maroon cellulose wings, etc., separate rear entrance; mouth organ frontal appearance, steering column, etc., outstanding bargain.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3151, write for 18-page post-free fully priced catalogue of over 400 fully guaranteed used cars; hire-purchase; part exchanges.

## Ford Utility Cars Wanted

**FORD** 8, 10 and 30hp utilities wanted from 1946 onwards.

**GEOFFREY NEWMAN & Co.**, 369, Euston Rd., London N.W.1. Euston 4466. [5237]

**OWLAND SMITH'S**, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937]

## FORD MISCELLANEOUS

**GODFREY DAVIS**, Ltd.

**FORD** main dealers.

**ALWAYS** open.

**SELECTION** from our stock. Write for full list.

**GODFREY DAVIS**, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209]

**1918** model T Ford, at present receiving needed loving care, for sale.—Inquiries Marlborough Garage, 39a, Abbey Rd., St. John's Wood. [5328]

**£295**—1939 Ford (June) full de luxe model, excepted, clean throughout. Value Co. Ltd. 362, Upper Richmond Rd., Ealing. [6277]

**TANKARD & SMITH**, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax 4801-3. [0378]

## Ford Miscellaneous Cars Wanted

**R**

**S** OWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938]

**R**

**C**

**M** THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961]

**W**

**HAROLD PERRY**, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**WIMBLEDON MOTORS (WEMBLEY)**, Ltd., wish to purchase all models Ford. Wembley 3905. [7799]

**CASH** immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [0962]

**BRITISH & COLONIAL MOTORS**, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tel. 35988. [6184]

**JOHNSTONS SERVICE GARAGE** urgently require all makes Ford cars.—la, Midway Ave., N.I. Canterbury 6666-7-8. [5891]

**R. S. CURRIE & Co.**, Ltd.—Low mileage Ford cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0058. [4452]

**LONDON MOTOR CO.**, Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton. Beds. Luton 3713. [0042]

## Ford Spares and Service

**NORMAND**, Ltd.

**T**HE best service only, highly skilled mechanics with efficient supervision.

**NORMAND**, Ltd., 405/9, King St., W.6. Riv. 3665. [0225]

**FINSBURY** and Islington

**MAIN** Ford dealers, Highbury Corner Motors, Canonbury Rd., N.L. Exchange parts, all spares, immediate service.—Canonbury Rd., N.L. Canonbury 2464. [0357]

**ALLAN TAYLOR (MOTORS)**, Ltd..

**HIGH** St., Wandsworth, S.W.18

**MAIN** Ford dealers

**LARGE** stocks of genuine Ford parts.

**PUTNEY** 6431 (4 lines)

**FORD** mudguards, running boards, 1933-46.—Brooks Rd., Queens Rd., Brighton. [0883]

**FRAZER GATES**, Ltd., High Rd., Woodford Green.

Tel. Woodford 2233. Main Ford dealers; service and all spares.

**ALDARIS MOTORS**, Ltd., 43-45, Acer Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares.

**YOUNG** car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281]

**HORNELL** patent wheel discs, enhance your Ford car or van, really increase road grip, simple fitting; 70/- per set of four V.8 84/- per set (not for wire wheels).—Maurice Cheshire & Co., 29, Soho Hill, Birmingham, 19. Northern 5128. [0632]

**FRAZER NASH**

**A.P.N.**, Ltd., offer:—

**FIRST** registered (new car) Type 328 1946 Grand Prix 2-seater, one owner, always maintained by us, colour maroon, pigskin upholstery, mileage 20,000 only: £950.

**FRAZER NASH CARS**, Falcon Works, London, E.18. Ilewstock. Hounslow 0011. [6404]

**FRASER NASH**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN 10

**TANKARD & SMITH**, Ltd., offer 1946 Hillman Minx d/h four-seater coupe. Army blue with leather to match, moderate mileage only, as new. £585; three months' written guarantee; also 200 guaranteed used cars of all makes. Below

**TANKARD & SMITH**, Ltd., offer 1949 Hillman Minx Phase III in black with brown upholstery, small miles, original price £650; three months' written guarantee; also 200 guaranteed used cars of all makes. 198, King's Rd., Chelsea, S.W.1. Tel. Flax. 4301-2-3.

**1949** (April) Hillman Minx saloon, Phase III, black and chromium, fawn upholstery, speedometer reading 1,500 miles. £620. [5386]

**HYTHE** (Kent).—1946 (May) Hillman Minx de luxe saloon, black and chromium, fawn leather, absolutely immaculate appearance, one private ownership, thoroughly recommended; offered with written guarantee; exchanges, terms.—H. F. Edwards, Swains Garage, Seabrook Rd., Hythe, Kent. Hythe 6731.

## HILLMAN 14

**£350**.—1938 Hillman 14 de luxe saloon, black, hide interior, clean condition

**RAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490.

**WALTER SCOTT**, Ltd.—1939 Hillman 14 de luxe saloon, black, exceptional condition; £445. [5240]

College Avenue, Hampstead, N.W.3. (Swiss Cottage Tube, Primrose 5914).

**TANKARD & SMITH**, Ltd., offer 1939 Hillman 14 saloon in black with red leather, coachwork and interior very clean, mechanically excellent, any trial; £450; three months' written guarantee also 200 guaranteed used cars of all makes.—198, King's Rd., Chelsea, S.W.3. Tel. Flax. 4301-2-3.

## HILLMAN 21

**LIMOUSINE** 1938 Deluxe Coachwork, partition, widest forward, black leather, throughout, black, 1946 condition; £685. Alpine & Saunders, Providence Court, Grosvenor Square, Mayfair 2941.

## Hillman Cars Wanted

**TANKARD & SMITH**, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4301-3.

**R S R C M T R R C M C C O O T E E D R E B M M M A I D S T O N E C A N T E R B U R Y C O C H E S T E R W R O T H A M Heath**—(Borough Green 4.)

**COOTES**, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [5108] REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288.

**URGENTLY required, good pre-war Hillman**—Hatfield, 154, Gt. Titchfield St., W.1. Langdon 0012.

**CASH** buyers of low mileage Hillman Minxes. Distance no object.—Huttons, Lord St., Southport. Tel. 2268. [5792]

**BRITISH & COLONIAL MOTORS**, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tel. 3588.

**CHARLES RICKARDS**, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1000.

**A LBONS**, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Ripplewood 1285. [5438]

**B IRMINGHAM & MIDLANDS**.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Queen's St., Birmingham, and Lower Temple St., Birmingham 2. [5069]

**R AYMOND WAY**, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 5000. [5128]

**N ORFOLKSHIRE** distributors, Humber, Hillman. Always prepared to purchase first-class condition recent models. Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [5052]

**Hillman Spares and Service**

**NORMAND LTD.**, The best service only, highly skilled mechanics with efficient supervision.

**NORMAND LTD.**, 405/9 King St., W.6. Tel. 3665. [5024]

**J. C. BRODIE**, Ltd., Hillman repair specialists; (30 years); well-equipped works servicing, reborning and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.8. Renown 1183. [5076]

**F OR** Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queen's Rd., Brighton. [5087]

**CARRIS MOTORS** for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [50720]

**C RODDON**, Hillman spares specialists.—Merton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [50517]

## HILLMAN SPARES AND SERVICE

**ROBERT CHIDLEY**, Ltd.—Factory, recon. engines, axles and rear boxes; all spares for Hillman from 1936 onwards; specialists tools, work shop, breakdown service and information available.—558, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343.

**HISPANO-SUIZA** £95.—Enthusiasts note: Hispano-Suiza chassis, less body, complete running order. £150 overhaul at Hispano specialists; bargain.

**HISPANO-SUZA**, £10 tax, body by Kellner, Pans. [6353] Hampstead 6490. [5828] 180-184, West End Lane, N.W.6. [5828]

**HISPANO-SUZA**, £10 tax, body by Kellner, Pans. [6353] Tamworth Rd., Croydon. Cro 1742. [5892]

**HAROLD RADFORD & CO., LTD.**, HOTCHKISS SOLE concessionaires.

**SALES and service**

**HAROLD RADFORD & CO., LTD.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

**CHIPSET MOTOR**, Ltd. See under Sports Cars, advert. No. 3324.

**£495**.—Delightful Hotchkiss cabriolet, Tull 4-seater on 10hp chassis, this vehicle represents prototype of post-war models, although 1939 literally looks as though from 1949 Continental Motor Show. Immaculate, super, modern, only wants seeing, would fit fastidious connoisseur, hire purchase, exchanges, 3 months' guarantee.

**AMB'S** of Wood Green, Caxton Rd., N.22. Bowes Park 4144.

**HOTCHKISS SPARES and SERVICE**

**HOTCHKISS** spares and service.—Harold Radford & Co., Ltd., sole concessionaries for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines).

**HAROLD RADFORD & CO., LTD.**, SOLE distributors for London and Home Counties, offer:

**NEARLY unused H.R.C.O. cars** available for immediate delivery.

**HAROLD RADFORD & CO., LTD.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

**H.R.G. SPARES and SERVICE**

**CHARLES FOLLETT**, Ltd., have a large stock of SPARES parts.

**SERVICE**: 12, Wellesley Ave., W.6. Riv. 1413. [5360]

**HUDSON** 1939 Hudson 16.9hp saloon mechanically, bodily perfect; £525.

**M ANOR CIRCUS MOTORS**, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [5541]

**1939** Hudson 29hp Straight 8 country club 6-seater saloon, black/brown leather, as new, guaranteed.

**G. W. WILKIN**, Ltd., 1, Weston Park Kingston-on-Thames, Kin. 2241. [5610]

**1939** Hudson 17hp saloon; £385.—Monroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2. [5694]

**CASS'S MOTOR MART**, 1935, Hudson 8 saloon, black, just overhauled by me, written guarantee.

**CHARLES FOLLETT**, Ltd., 12, Wellesley Ave., W.6. Riv. 1413. [5173]

**£395**.—1939 Hudson 17hp saloon, immaculate, steering column gear shift.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [6275]

**1939** Hudson Terraplane, 16.9hp, 4-door saloon, exceptionally roomy ideal hire car; bargain; £325.—A.Z. Motors, Palmerston Rd., N.W.8. Mai. 4723. [5115]

**1937** Hudson Terraplane 16.9hp, leather upholstery, a high performance, low hp, roomy and economical car. Immaculate condition; £345.—Peter Bantock, 98, Saleys 77-39, King St., Paddington, Twickenham, Popesgreen 7447. [5183]

**HUDSON TERRAPLANE** drop head coupe, 22hp, registered 1935, attractively finished in cream, bodywork and interior perfect, engine and chassis 100% sound, bargain; £245.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 5774. [4979]

**Hudson Cars Wanted**

**HUDSON** saloon or drophead '38-'39, private.—Box 4725. [5720]

**CASH** immediately for good Hudson.—H. F. Edwards, C. 28, Upper High St., Epsom 9400. [6286]

**Hudson Spares and Service**

**SPIKINS (TWICKENHAM)**, Ltd., the Hudson distributor for Hudson reconditioned engines, spares and service, quite chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgreen 1035-6-7. Telegrams, Spikins, Twickenham.

**HUMBER** 1939 Hudson 16.9hp, leather upholstery, 100% sound, bargain; £245.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 5774. [4979]

**TOM GARNER**, Ltd., offer:—

**1948** Humber Hawk, grey, spotless condition; £1000. [5625]

**B RASINGSTOKE** Rd., Ruislip, Berks. Reading 82147. [5602]

**THE Humber Specialists** for all spares.—Ring Upnade 3637. See advert. under parts and accessories. [5247]

**£175**.—Humber 12 saloon, 1935, fully overhauled, mechanically excellent; seen South Kensington. Box 4820. [6550]

**CYRIL SHEPPARD** offers:—

**1948** Humber Hawk, grey, spotless condition; £1000. [5625]

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

H. F. EDWARDS offer exceptional 1948 (April) Humber Hawk saloon, luxuriously equipped, twin fog lamps, radio, steering column, gear change, black and chromium, fawn upholstery, one private owner, absolutely immaculate specimen, thoroughly recommended; offered with written guarantee; exchanges, terms—25%. Upper High St., Epsom 9400. (6239)

## Number Cars Wanted

**C****M**

**T**HE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.I. Grosvenor 3434. (0963)

**R****R**OOTES, Ltd.**D**ISTRIBUTORS.**E**QUIRE modern low-mileage Humber cars.**B**IRMINGHAM.—Lower Temple St. (Central 8411.)**M**ANCHESTER.—129, Deansgate. (Blackfriars 6677.)**M**AIDSTONE.—(Maidstone 3333.)**C**ANTERBURY.—(Canterbury 3232.)**R**OCHESTER.—(Chatham 2231.)**W**ROTHAM Heath.—(Borough Green 4.)**R**OOTES, Ltd., Devonshire House, Piccadilly, W.I. Tel. Grosvenor 3401. (0106)**R**OWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (10942)**R**. C. WIMBUSH, Ltd., urgently require good low-mileage Humber Hawk saloons.**R**. C. WIMBUSH, Ltd., 312, Elles Court Rd., London, S.W.5. Fremantle 8401. (15201)**P**OST-WAR Humber required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse 4488. (0844)**C**ASH buyers of low-mileage Humber Hawks. Distance no object.—Hatton's, Lord St., Southampton. (0268) 10793**B**RITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tel. 3598. (16182)**B**IRMINGHAM and Midlands.—Low-mileage Humber**M**odern car required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. (2) 10086**P**RIVATE advertiser (Yorkshire) wishes to purchase latest model Humber Hawk to £1,200; would consider Alvis, Armstrong Siddeley, Box 4949. (16409)**C**RIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. (10553)**7**-SEATER Limousines, low mileage, 1947/1948, also**1935** 24hp and 27hp privately owned 1937/38/39.**A**lpe & Saunders, Providence Court, Grosvenor Square, Mayfair—2941. (5274)**H**umber Spares and Service**N**ORTH and Central London.**C**ATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. (0363)**C**ROYDON'S Humber spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. (0518)**E**NGINES and gear boxes, reconditioned exchange units, 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds. Tel. 25690. (0345)**D**E NORMANVILLE gear box overhauls; spare parts supplied, recommended specialists.—H. & A. Engineering, 35, Queen Rd., Addiscombe, Croydon, Surrey. (0789)**B**ATH AUTO SERVICES, Ltd., have a quantity of Humber Super Snipe spares as new, 2,000 miles or gear boxes, chassis frames, front suspensions, road springs, steering, engines, etc.—Darlington Street, Bathwick, Bath 2248. (5799)

## JAGUAR

**H**ENLYS, Ltd.**E**NGLAND'S Largest Jaguar Distributors.**S**LECTION of all models at attractive prices.**D**EVONSHIRE House, Piccadilly, W.I. (Grosvenor 2227.)**H**ENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)**D**EPOTS at:**M**ANCHESTER (Blackfriars 7843).**B**RISTOL (Bristol 21326).**B**OURNEMOUTH (Bournemouth 6314).**N**ORTHAMPTON (Northampton 907).**C**AMBERLEY. (Camberley 77.)**S**TREATHAM (Streatham 7751).**H**OUNSLAW (Hounslow 3454).**F**INCHLEY (Finchley 0081).**G**REAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.**C**AMDEN TOWN SERVICE STATION (Gulliver 4141).**H**ENLYS, Ltd., England's Leading Motor Agents. (10027)**P**RIDE & CLARKE, Ltd.**1948** Jaguar 1½ special equipment saloon, green with green upholstery, 11,000 miles. I. owner: £925; terms 24 months.—Stockwell Rd., S.W.9. Bri. 6251. (6075)

## JAGUAR

**B**Rowns for Jaguar**1939** Jaguar 3½-litre drop head coupe, radio, immaculate condition. £550.—Brown's Garage, Loughton (Essex) 4119. (Tube) 15046**S**WANMORE Car Sales.**1949** Jaguar 1½ saloon, stone and green, H.M.V., 7,500 miles.**1949** Jaguar 2½ saloon, black, 9,000 miles.**1947** Jaguar 3½ saloon (choice of two).**1949** Jaguar 1½-litre Special Equipment saloon, radio and radio fitted, as new, 7,700 miles. £1,175.**H**. A. SAUNDERS, Ltd., offer:—**1948** Jaguar 1½-litre Special Equipment saloon, leather, radio and radio fitted, as new, 7,700 miles. £1,175.**H**. A. SAUNDERS, Ltd., Austin House, High Rd., H. North Finchley (100 yds north of Tally Hall Corner), Hillsdale 0024. (5958)**C**HALES FOLLET, Ltd., offer:—**1947** Jaguar saloon, black, brown leather, 1 owner, 26,000 miles, very clean throughout. £950.—Berkeley St., W.I. May. 6266.**18** SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1415. (6089)**C**OOMBS & SONS (GUILDFORD), Ltd.**O**FFER:—**1949** Jaguar Mark V black saloon, with pigskin upholstery, fitted with radio, mileage 4,000. WE welcome any inspection.**C**OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. (5282)**C**HALES RICKARDS, Ltd., the house of standing and repairing.**1947** (June) 2½-litre Jaguar saloon, one owner, grey with red leather, magnificent condition throughout, fitted radio and heater.**56** TUBE SERVICE, 10-12, Peter St., Manchester 2. Blackfriars 9265-6. (5826)**G**ATEHOUSE offer 1947 (1st regd. 29.11.46) Jaguar 3½-litre saloon, fitted radio, in immaculate condition. £985.**G**ATEHOUSE MOTORS Ltd., Highgate Village, London, N.5. Mountview 4444. (6337)**1939** 8.8 100 2½-litre Jaguar in very fine condition throughout.—Crawley, Western 6015. (6560)**B**EAITS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348.**G**ATEHOUSE offer 1947 (1st regd. 29.11.46) Jaguar 3½-litre saloon, fitted radio, in immaculate condition. £985.**G**ATEHOUSE MOTORS Ltd., Highgate Village, London, N.6. Mou. 4444. (4921)**1948** Jaguar 3½-litre saloon, black, brown, 11,641 miles. £1,175.—Haskins, Ladbrooke 1155. (1503)**J**aguar 1½-litre drop head coupe, taxed and insured for year: £350—11, Pembroke Ave., Hersham. After 6 o'clock. (6419)**R**. P. POWELL MOTORS, Ltd., for Jaguar cars, E. East London mews, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (10700)**J**aguar 2½-litre saloon, absolutely immaculate condition: £500.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. (16053)**1949** Jaguar 3½-litre Jaguar, 7,000 miles, immaculate condition. £1,750.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. (16054)**1948** Jaguar 2½-litre saloon, Ace discs, black, brown leather, practically new.—Lionel H. Pugh, 13/14 Brooks Mews, W.I. Mayfair 4433. (12674)**1948** (September) 2½-litre grey coupe, 10,000 miles only, as new throughout, taxed and insured for year: £1,150.—Healey Wilson, Huddersfield. (14768)**J**aguar 3½-litre saloon, black, fawn upholstered, 1947, low mileage, black/fawn upholstery, radio, electric, exceptional condition: £1,025.—A. Saunderson, Ltd., 144, Golders Green Rd., N.W.1. Speedwell 2011. (6137)**C**AMDEN MOTORS.—Jaguar 1½-litre 14hp sports man's saloon, 1939, in almost immaculate condition that it might at first sight be mistaken for a post-war model: purchased direct from original owner, who has just taken delivery of a new Mark V model and seen the same make. This car has been maintained and serviced by leading Jaguar specialists since new and its mechanical order is just as outstanding as the appearance. The whole car has been completely resurfaced and checked over before being offered for sale, and can be fully guaranteed in writing with every confidence: £359.**C**AMDEN MOTORS.—Jaguar 1½-litre 14hp saloon, 1939, not in immaculate condition, interior requires attention and cellulose slightly blemished, an excellent runner, however, and worthy of special consideration at the price: £385.**C**AMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, good clear example with some black coachwork in superior condition for the year, fine runner, brakes just relined, clutch overhauled: £299.**C**AMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939-40, late type model with several extra features, radio, heater, Ace discs, etc., original cellulose (metallic grey), natural hide interior, very outstanding performance: £325.**C**AMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1940, clean condition, moderate use only, features as post-war, special equipment model, including air conditioning, radio, demisting, genuine value for money: £499.**C**AMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2391 and 3115. Write for 18-page post-free fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchasers' fares. Easy and confidential hire purchase facilities, part exchanges. (5996)

## JAGUAR

**S**8.100 2½-litre, July, 1937 Roadster, in perfect working and racing condition, thoroughly genuine car and full particulars to anybody really interested; price £1,175. (15733)**1948** Jaguar 1½-litre saloon, 14,000 miles, one owner, finished in ivory and red leather, specimen car.—Autowork, Ltd., Winchester 4334. (15887)**1947** (May) Jaguar 1½-litre saloon, finished in grey with grey leather; £895.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (16550)**1946** Jaguar 3½-litre saloon, gunmetal red leather, nominal mil. age 8½ years. £2,000.—Beardmore Service Ltd., 26, Old Kingsway, Hyde Park, London W.2. B. Sykes 713-7-8. (3483)**J**AGUAR 1939, first registered 1940, black engine and chassis completely overhauled in April at cost of £160, coachwork perfect, radio, taxed end of year, Imp. Yorksh. 1937-8. Box 197. (15806)**1947** (July) Jaguar 3½-litre saloon, special equipment, metallic grey, wire/ess, etc., 16,000 miles. £900.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (15529)**£895** Jaguar 1½-litre saloon, 15,000 miles, exceptionally well cared for, indistinguishable from new, £1,000.—K. J. Motors, Bromley, Kent. Ravensbourne 3456. (7-8-5)**J**AGUAR 3½-litre saloon, battleship grey, red leather, H.M.V. radio, heater, discs, superb condition, mileage 10,000, £500, price £1,200; no offers, no dealers.—Premier Aluminium Casting Co., Amington Rd., Hay Mills, Birmingham. (5864)**J**AGUAR 3½-litre saloon, 15,000 miles, exceptionally well cared for, indistinguishable from new, £1,000.—K. J. Motors, Bromley, Kent. Ravensbourne 3456. (7-8-5)**C**M THE CAR MART Ltd., wish to purchase Jaguar. cars.—320, Euston Rd., N.W.1. Euston 1212. (0963)**H**ENLYS, Ltd.**E**NGLAND'S Largest Jaguar Distributors**D**EVONSHIRE House, Piccadilly, W.I. (Grosvenor 2227.)**H**ENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)**G**REAT WEST ROAD (Ealing 3477). Official Jaguar Service Station.**C**AMDEN TOWN SERVICE STATION (Gulliver 4141).**M**ANCHESTER, 1-5, Peter St. (Blackfriars 7843).**H**ENLYS Ltd., England's Leading Motor Agents. (10088)**R**OWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (10942)**C**OOMBS & SONS (GUILDFORD), Ltd.,**U**RGEONTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Guildford. Tel. 62907. (16139)**C**AMDEN MOTORS wish to purchase good used Jaguar cars.**C**AMDEN MOTORS Ltd., Highgate Village, London, N.6. Mountview 4444. (1919)**C**ASH immediately for good Jaguar.—H. F. Edwards, 23, Upper High St., Epsom 9400. (6257)**M**ANSON & MC CALL CO., Ltd., 101, Seven Sisters Rd., N.18. (16160) Seven Sisters, N.18.**C**ASH buyers of low-mileage 1½-litre Jaguars. Distance no object.—Hatton's, Lord St., Southampton. Tel. 2268. (10794)**J**R. INWARDS, Ltd., main dealers for West Middlesex, keen to buy Jaguar cars.—High St., Hounslow 3037-4/5.**S**HAUL & SLATTER, Ltd., 44-46, Aldermaston Hill, N.13. Tel. Pal. 1205-7-8. (10083)**S**HAUL & SLATTER, Ltd., main dealers, urgently require modern Jaguar cars.—Tel. Pal. 1205-7-8.**U**RGEONTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1020. (16078)**U**RGEONTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queenway, 7-8. (15650)**C**AMDEN MOTORS require to purchase Jaguar 1½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write, call or tel. stating price required.**C**AMDEN MOTORS Ltd., Lake St., Leighton Buzzard Beds. Tel. 2391 and 3115. (14601)**J**AGUAR Spares and Service**H**ENLYS, Ltd.**E**NGLAND'S Largest Jaguar Service Station.**G**REAT WEST ROAD, Brentford (Ealing 3477).**S**PARES and replacement engines for all models.**A**ND at Manchester, Cheetham Hill Rd., Deansgate 6216/7.**Q**UICK completion of repairs.**S**HAUL & SLATTER, Ltd., main dealers.**F**ULL stock of spares; Jaguar repair and maintenance—Service Station, Green Lanes, Palmers Green N.13. Tel. Pal. Grn. 1205-7175. (15086)**P**EELER'S MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repairs, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 20403**W**EMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (4105)**J**EEP**H**AVE you seen Metamec's made-to-measure Jeep conversions? 6 months' guarantee, over 20mpg. Optional commercial registration.—1006, Belsize Lane, N.W.3. (10534)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JEEP

**JEEPS**  
24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

**EX-RENTAL**—Orders and enquiries invited by our export sales division.

**MOTORCRAFT GARAGES**, Station Approach, Gomersbury, W.4., Chiswick 3013. [0214]

**AND** now, Jeep with right-hand drive, roadster or four-wheel drive; range of bodywork; prices on application.

**WICK AUTOS**, the 100% Jeep firm, 15 St. Johns Rd., W. Hampton Wick, Kingston-on-Thames. [KIN. 4718].

**1945** Jeeps, all types, perfect Jeep trailers, spares and gear box spares. [0204].

**J. W. BIRCHALL** offers a number of class I Jeeps;

also amphibious Jeep, £275; spares in stock, wheels and gear box spares. [0201].

**UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.**

—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plain engine, gear box, water pump etc.; new hoses, gasket sets, brake linings etc. etc.—351-353, High Rd., Chiswick, London, W.4. [0203].

**175** gns.—Jeep (Ford), reg. Oct., 1947, grey, engine closed body, drop tailboard, spare wheel, good condition; genuine Jeep trailers available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [0250].

**Jeep Wanted**  
**R**OWLAND SMITH'S the Jeep buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944].

**Jeep Spares and Service**  
**A**UTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4834. [5889].

**METAMET** for all Jeeps, spares, exchange units, service; expert repair; to order spares "W.H. Hampstead" 100, Belgrave Rd., W.1. [0204].

**JEEPS**—Autowork, Ltd., of Winchester, England's largest stockists of Jeeps and trailers, tremendous quantities of new and used spares; literally everything in stock. Tel. Winchester 4834. [5890].

**1946** guide book to assembly; over 500 spare part numbers; growing car number; Farmcrafts Ltd., for Jeeps trailers, drop-on bodies, spares; best prices.—See for catalogue and parts price list to: 37 Malden Rd., New Malden, Surrey. Tel. 5226.

**100%** sell and service; spares our speciality; latest orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, The Jeep People, 15 St. John's Rd., Hampton Wick, Kingston-on-Thames. [0366].

## JENSEN

**B**ROOKLANDS.  
**JENSEN** distributors for London, have available and for delivery

**N**EW 4-litre, 6-cyl Jensen saloon, colour gunmetal grey, upholstered with brown furniture hide, for immediate delivery.  
New Bond St., London, W.1. Tel. Mayfair 103. [0351-6].

## JOWETT

**H**ENRY J. BENTLEY & PARTNERS.  
**J**AVELIN and Jupiter main agents.

**1949** (February) saloon, in desert sand with red leather interior, 5,880 miles only and as new throughout. £985.

This car has been passed by our service department and is guaranteed by us for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [0262].

**J**AVELIN 49 d.i. sin., low mig. specialist maintained; £950.—Gudfay's, Ltd., 228-234, London Rd., Croydon. Cro. 3641. [0260].

**GORDON CARS (LONDON) Ltd.**—1948 Jowett Javelin saloon, black/red leather, exceptional.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [0167].

**C**OOTER & GREEN, Jowett main agents for Beckenham, Kent, Bromley and district; Javelin saloons and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302].

**1939** year of manufacture, in exceptional condition throughout, taxed for year, guaranteed three months; £350.—K.L.M. Motors, Ltd., 101, Brighton Rd., Croydon, Surrey. Tel. Oldgate 1519. [0251].

**1949** saloon de luxe, turquoise, beige leather upholstery, head, demister, oil filter, cost £978, absolutely brand new, spotless, showroom condition throughout, perfect engine, oil consumption nil, petrol 34mpg, owner-only driven, reason for selling, illness; £1,050.—Haswell, 3, Pier Avenue, Tankerton, Kent. [0433].

## Jowett Cars Wanted

**H**ENRY J. BENTLEY & PARTNERS.  
**W**ISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [0990].

**C**AR MART, Ltd., wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. [0715].

**R**OWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945].

**R**AYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

## Jewett Spares and Service

**N**EWNHAMS, Ltd.,  
**J**AVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415].

**J**OWETT-BRADFORD.—For quick repairs or any Jowett car, contact our Jowett Agency, Harrow 1981.

**M**ESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469. 2629, 308, Erith Rd., Beckenham. [0571].

**C**ROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—Croydon Cro. 3641. [0463].

**F**OR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988). [0247].

**V. MOTORS**, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759].

**K**INGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0618].

## LAGONDA

**B**ROOKLANDS.  
**L**AGONDA distributors for London.

**D**ETAILS and catalogues available for new models; also show at New Bond St., London, W.1. Tel. Mayfair 103. [0551-6].

**S**WANMORE Car Sales.

**1939** Lagonda V.12, medium chassis, Sanction 11 engine, 27,000 miles, one titled owner, showroom condition. [0264].

**1939** Lagonda V.12, short chassis, 36,000 miles, radio, lately owned by Duke of Marlborough. [0265].

**E**XCHANGES and terms.—Swanmore Garage, 176-80, Chelmsford Rd., Boscombe East. Tel. Southampton 1022. [0480].

**S**IMPSON'S MOTORS offer:—

**1940** Lagonda V.12 limousine, first reg. 1950, £10 tax, coachwork needs slight attention, mechanically good. [0750].

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [0116].

**GUY SALMON AUTOMOBILES.**

**H**AVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [0815].

**A**ROLDE RADFORD & Co., Ltd.

**O**FFICIALLY appointed Lagonda retailers.

**S**ALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264].

**A**CLAND & Tabor, Ltd., offer:—

**1939** V12 short chassis Lagonda d.h. coupe, by Calthorpe & Brown, recently fitted with new speed model engine, low mileage. £1,250. [0261].

**APPY**—North Road Garage, Welwyn 481. [0159].

**C**HAMPSTEAD MOTORS LTD. See under Sports Cars [0254].

**C**WO-LITE LTD. low chassis open Lagonda, new hood, four new tyres, resprayed; nearest £200.—Box 4814. [0624].

**1939** Lagonda V.12 short chassis foursome drop head coupe, grey, brown hide, 39,000 miles only. [0624].

**B**RAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490.

**L**ATEST type Lagonda available for early delivery.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [0587].

**C**ASS'S MOTOR MART, 1936 Lagonda 4½-litre drop head foursome coupe, superb condition, written guarantee.—5, Warren St., W.1. Euston 3523. [0425].

**1939** Lagonda V.12 special saloon, with division (Young), black/blue, 29,000 miles, many extras, consider part exchange.—Denning, Branksome 337. [0561].

**1932** 3-litre Lagonda Selector Special saloon, maintained by Lagonda enthusiast, many extras; £175.—Norman Autos, 352-354, London Rd., W.4. Thornton Heath 4657. [0512].

**D**AVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) offer:—1937 coupe, 1935 4½-litre saloon; 1931 4½-litre tourer; 1936 50 tourer; 2½-litre saloon.

**WE** are opening up a few late models for re-building.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1027. [0287].

**265** gns.—Lagonda Rapier (August, 1935) 10hp twin overhead camshaft foursome drop head coupe, steel grey, red wheels, good tyres very good condition, taxes, exchange.—Rowland Smith, below.

**395** gns.—Lagonda Rapier (August, 1935) 10hp 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, wind-tone horns, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamptead 6041. [0251].

**1938** Lagonda V.12 saloon, one titled owner, moderate mileage, fitted radio, magnificent condition in every respect; £695.—Clayton's Cars (London), Ltd., 357, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [0514].

**£585** 1936 4½-litre Lagonda sports four-door saloon, fitted with radio, brand new tyres, ride control, colour grey with grey hide upholstery, car in immaculate condition throughout, and capable of 95 mph with superb road holding and brakes. [0514].

**B**RIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Baywater 1928 After 6, Fulham Hill 4755. [0120].

**16-80** 4-door saloon, excellent all-round condition, £200 overhaul in past year, new magsno. Newton shock absorbers, brakes relined etc. 20mpg, full details on request; £325 or near offer.—Major Mellors, Military College of Science, Shirehampton, Bristol. [0488].

## Lagonda Cars Wanted

**R**OWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945].

**L**AGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9 Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258].

## Lagonda Spares and Service

**L**AGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 1½-litre and V.12 models; service engines in stock.

**L**AGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908].

**D**AVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

**273** London Rd., Staines. Tel. 3457-8, or (private) 0217. [0217].

## LAMMAS GRAHAM

**1938** 26hp Lammas Graham drop head foursome coupe, very smart car, in exceptional condition; £435.—Crawley, Western 6015. [0559].

## LANCHESTER

**C**AR MART, Ltd., London distributors.

**L**ANCHESTER 14 1938 saloon, i.f.s., 13,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [0593].

**L**ANCHESTER 14 de luxe, 1939, showroom condition throughout, late property diplomat, chauffeur-kept, wonderful car.—Western 5155. [0623].

**£885** 6,000 miles, 1947 model Lancaster 10, de luxe saloon, black, owner genuinely as new inside and out.—Hampstead 4581. [0222].

**L**ANCHESTER 10b saloon (1947), black with brown leather, excellent condition, £880.—Stratstone, Ltd., 40, Berkley St., W.1. (Mayfair 4404). [0545].

**S**PINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lancaster cars, consult us when buying or selling; all spares and every service.

**D**AIMLER House, Bournemouth. Tel. 5405. [0545].

**1938** 14hp six-light saloon, black, in excellent condition throughout, genuine bargain; £425.—Wembly Court Motors, High Rd., Wembly. Arnold 5221-2. [0552].

**1937** Lancaster Roadrider 4-door saloon, one owner since new, very clean inside and out, open to any trial; £425.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [0203].

**425** 14hp Lancaster Roadrider 4-door saloon, maroon and black, sliding head, maroon leather, pre-selector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 6041. [0254].

## Lancaster Cars Wanted

**A**RCOT MOTORS, Ltd. Pre-selector gear boxes; exchanges and repairs.—169, Fulham Rd., S.W.3. Tem. 7301. [0237].

## Lancia

**T**HE CAR MART, Ltd., London distributors, wish to purchase Lancster cars.—150, Park Lane, W.1. Grosvenor 3434. [0965].

**L**ONDON CARS require good used 11/14hp Lancster saloons, later models preferred.

**L**ONDON CARS, 526-2, Greenford Rd., Greenford, Middx. Waxlow 2643. [0408].

**R**OWLAND SMITH'S the Lancster buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945].

**C**ASH buyers of low-mileage Lancster 10s; distance no object.—Hatton's Lord St., Southport. Tel. 3588. [0793].

**B**RITISH & COLONIAL MOTORS, Ltd., require good Lancster cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [0618].

## Lancaster Spares and Service

**A**RCOT MOTORS, Ltd.—Pre-selector gear boxes; exchanges and repairs.—169, Fulham Rd., S.W.3. Tem. 7301. [0237].

**L**ANCIA Aprilia saloon, carefully maintained by enthusiast.—Autoway (Winchester), Ltd., Winchester 4834. [0582].

**1938** Aprilia saloon, 2 owners only, Telecontrols, large engine fitted, in perfect mechanical condition; numerous spares, including 2 new tyres; £585.—THE FORCE GARAGE (PETERSHAM), Ltd., Petersham Rd., Petersham. Surrey Richmond 1654. [0105].

**U**RGENTLY 17, 10, 35, engine completely overhauled including new cylinder block and pistons, reground crankshaft, new bearings, body in good clean condition; £225 or nearest.—Waring, Bell Hotel, Farnham, Surrey. [0496].

**J**OHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered; one exceptionally fine 1939 Farina cabriolet is now available; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [0224].

## Lancia Cars Wanted

**L**ANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0543].

**C**ASH immediately for good Lancia.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [0624].

**J**OHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [0224].

## Lancia Spares and Service

**K**EVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancias.—41-42, Haynes Mews, Beresford Rd., W.1. Tel. 1565. [0545].

**L**ANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874. [0545].

## Lancia Spares and Service

**L**ANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, W.1. Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc. etc.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:

**1947** Lea-Francis 14hp saloon, grey, maroon leather, wireless, heater, excellent condition throughout. £295.

**1949** Lea-Francis 14hp streamlined saloon, maroon, 7,000 miles. H.M.V. radio, heater, twin fog lamps and petrol pumps, a very attractive and modern car. £1,350.

18, Berkeley St., W.1. May. 6266.

**OFFICIAL** Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [6086]

**LEA-FRANCIS** 2-litre sports saloon, Ace of Spades engine completely overhauled, very clean car, remarkable condition, good tyres, taxed Dec.; £300.—Box 4804. [6151]

**1948** Lea-Francis sports saloon, maroon and cream, 21,000 miles, taxed; £850.—University Motors, Ltd., Stratton House, 80, Piccadilly, London, W.1. Grosvenor 4141.

**Lea-Francis Cars Wanted**

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

**SHOWROOMS:** 18, Berkeley St., W.1. May. 6266.

**SPECIAL OFFICIAL** Lea-Francis London Service Station. Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [18983]

**Lea-Francis Spares and Service**

EA-FRANCIS CARS, Ltd.

**SPARES** and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60245-6. [0392]

**CHARLES FOLLETT, Ltd.**, sole distributors for Home Counties, Bucks and Sussex.

**SHOWROOMS:** 18, Berkeley St., W.1. May. 6266.

**SPARE parts.**

**SERVICE:** 12, Wellesley Ave., W.6. Riv. 1413. [18970]

## LINCOLN

**1938** Lincoln fixed head coupe, mileage 34,000, fitted radio, heater, coachwork and interior definitely as brand new.

**CUMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 3903. [6115]

## LINCOLN-ZEPHYR

**HILLWOOD MOTORS**—1939 Lincoln-Zephyr model in 1949 condition, finest specimen model we have ever seen, must be seen to be appreciated, bargain: £595.

£595.7.9. Watford Way, Mill Hill Circus, N.W.7. Tel. HILL 4222.

## LOYD

**1947** Loyd 650 roadster, May 1949, excellent condition: £450 or offer.—Berens, 4, Grafton St., W.1. [5861]

**1949** Loyd 650 roadster 2/4-seater, gunmetal with brown leather upholstery, independent suspension front and rear, steering column gear change, 3,500 miles; £450 or offer.—C.E. Broad, 8, Elm Court, Albert Rd., Watford. [6461]

## MERCEDES

**CHIPSTEAD MOTORS**, Ltd. See under Sports Cars advert No 3324 [5326]

## Mercedes Cars Wanted

**CHIPSTEAD MOTORS**, Ltd. will always purchase good Mercedes—The Omega, 197, Fulham Rd., London, S.W.3. Paxman 0508. [5328]

## MERCEDES-BENZ

**MERCDES-BENZ (GT. BRITAIN), Ltd.**

**1938** Type 230 20hp saloon, black with grey leather upholstery, right-hand steering, no mileage since completely and thoroughly overhauled, new tyres, offered Victoria 8715. [6354]

**1946** Type 1938 model roadster, two seats and drop head, seen 14hp, 27 mph, specially designed for comfort and reliability, colour two-tone red, any trial: £495.—Kingston Garage, Anlaby, Hull. Tel. 48882. [5763]

**MERCDES-BENZ** super sports saloon, K.540 type, supercharged 37hp, registered in Great Britain July, 1945, right-hand drive, immaculate condition, 6 new tyres, engine perfect, a real enthusiast's car; £1,000.—Tel. Elgar 6121. [5721]

**£995** Mercedes-Benz 540K. We offer what must be, without doubt, the finest value for money ever to be obtained in a motor car priced under £1,000.—A June 1938 supercharged Mercedes-Benz 35hp drop head coupe—the famous and highly prized model 540K, a full 5-seater drop head, beautifully finished in black and chrome and upholstered in super quality red leather with cream piping, armrests, door panels, roof, roof蒙皮, spares, presenting a picture of the utmost elegance, whilst the coachwork itself is a classic example of the kind of hand-built workmanship one would expect in a car which originally cost nearly £1,000 prior to the war. On the car's mechanical qualities there can be no doubt whatever, the 8-cylinder engine, incorporating automatic over-drive, will delight even the most discriminating mechanical fanatic, and although almost incredible top-speed performance is obtainable on the open road, the car is equally delightful to handle in crowded city traffic. Bosch self-electrical equipment and radio are embodied and the car's tyres are particularly fine, new whilst one spare has never been used. Any examination or test of this Mercedes will only confirm the superb qualities of this so justly famous name in the world of motoring.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase, part exchanges.

[6123]

## Mercedes-Benz Spares and Service

**MERCDES-BENZ (GREAT BRITAIN), Ltd.** Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [6330]

## M G

**OVERSEAS CARS, Ltd.**

**1949** 1½-litre M.G. saloon, black/red upholstery; £95; for other Overseas Cars bargains see page 21.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6066]

**1935** M.G. P.A. 2-seater, black, good appearance, good chassis, £275. [6275]

**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [5504]

## Autocar

## M.G.

**WOODBAIN CARS** offer:

**£275**—M.G. 8hp F type sports 2-seater, 1936 model, cream, superb condition throughout, any examination.

**£119**—M.G. 8hp open sports 2-seater, black, immaculate cellulose, almost new hood, excellent tyres.

**£105**—M.G. 8hp fourome sports saloon, black, green, red, little car, in very sound order, 4-speed gear box, lovely engine.

**£105**—M.G. 8hp sports 2-seater, fitted special engine and 4-speed gear box, runs like a dream, bargain.

**WOODBAIN CARS**, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9455. [6081]

**TOM GARNER**, Ltd. offer:

**1946** M.G. T.C. sports 2-seater, red with red leather, 11,000 miles.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [5827]

**SIMPSON'S MOTORS** offer:

**1935** M.G. Magnette saloon, exceptionally nice motor car; £255.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), Wembley 3903. [6118]

**W ADDINGTON MOTORS**, Ltd. offer:

**1936** 2-litre M.G. d.h. coupe, cream and blue; £335 recent overhaul by reputable firm, excellent condition throughout; £365.—Fortune Garage, Regent St., W.1. [5221]

**TOULMIN MOTORS** offer the following cars for sale:

**1936** full 4-seater N.A. Magnette, reupholstered and reconditioned.

L type Magna, in good condition.

**TOULMIN MOTORS**, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [16063]

**1949** M.G. T.C. black/green 9,000 miles, taxed: £725. Below.

**1939** 1½-litre M.G. tourer 4-seater, completely rebuilt as to chassis and coachwork and now in every respect as new, taxed; £675.—University Motors, Ltd., Stratton House, 80, Piccadilly, London, W.1. Grosvenor 4141. [5845]

**£565**—1947 M.G. TC 2-seater sports, red, red leather upholstery, 16,000 miles.

**MAKIN & HARRISON**, 492-496, Chiswick High Rd., Chiswick, W.4. Tel. 3904. [5804]

**A ROHME** 1938 2-litre M.G. 12hp saloon: £672.

**A** 1938 2-litre M.G. 12hp saloon: £672.

**M G.** Magnette, K. type, March body: £615.—Rosewest, West Park Rd., Gateshead upon Tyne. [5991]

**EART'S** of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. King 5348.

**5000** miles only; M.G. T.C. as new: £595.—Edginton, 37, High St., Peckham. S.E.15. Rodney 2588. [5828]

**1946** M.G. TC, excellent condition, black: £515.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. [6126]

**JARVIS & SONS**, Ltd., offer 1949 T.C. Midget, cream, one owner, 7,000 miles; £750.—Morris House, Morde Rd., S.W.19. Liberty 4656. [5575]

**1947** M.G. TC, low mileage, immaculate condition, wind-tunes, carrier: £755.—Cook, 9, Redgate Hill, Hove. Tel. 4749. [5846]

**1938** 1½-litre 12hp special 2-seater, many extras, immaculate condition throughout: £550.—Bonny Cravat, Woodchurch, nr. Ashford, Kent. [6343]

**M G.** 1½-litre saloon, finished in maroon with red interior, attractive car: £450.—Groves Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. 4162. [5847]

**PERFORMANCE CARS** of Daleham Mews, Belsize Lane, N.W.3 (Ham 8707), offer several M.G.s with 3 months written guarantee. See under "Sports Cars" advert No 3324 [5326]

**WALTER SCOTT**, Ltd., offer M.G. Midget 1933 J.2 type 2-seater: £175.—College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5916. [5784]

**1938** M.G. T type, 2-seater, red, excellent appearance and mechanical condition, taxed and insured: £350; seen evenings or week-ends.—Ewell 1643. [5844]

**1946** M.G. 2-seater, red/red leather, silver wheels, beautiful order: £550.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5845]

**1938** M.G. 2-litre sports saloon, in excellent condition throughout: £355; terms, exchanges.

—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tulse Hill 7106. [5846]

**1949** May, TC 2-seater, black/beige, chrome wind-horns, guaranteed, 4,500 miles, while car as new, taxed year: offers over £650.—Days, London Rd., Lowestoft 1551-2. [5847]

**M G.** T.C. model 2-seater, black, H.M.V., 9,000 miles, supercharged, good condition and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe, East. [6476]

**M G.** 1½-litre VA 1938 model, completely rebuilt Jan. 1950, including cellulose and new upholstery; will give guarantee: £475, or offer.—Rosedale, West Park Rd., Gateshead upon Tyne. [5892]

**1948** M.G. 1½-litre sports saloon, 9,000 miles only, indistinguishable from new, immaculate black cellulose, interior luxuriously upholstered in red leather, wonderful performance: £250.

**CAR SPARES, GARAGES**, Ltd., Dept. Purley Uplands 4611-2-3. [6095]

**RIPCO**, Ltd., offer: 1948 model M.G. T.C. Arnott supercharger, Andre telecontrol shock absorbers, H.M.V. push button radio, many other extras: £645.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2552-4. [6096]

**M G.** 2-litre drop head coupe, 1938, new hood, carburettor engine 4,000 since new, car in excellent condition and maintained by University Motors; nearest to £490.

—Tel. Ken. 9872 daytime, write Montgomery, 70, Old Brompton Rd., S.W.7. [6491]

**£465**—1938 M.G. 2-litre drop head fourome coupe, body work literally original and immaculate, interior spotless, whole vehicle mechanically excellent and outstanding, £465, paid for motor car, hire purchase, exchange: 3 months guarantee.

**LAMBS** of Wood Green, Caxton Rd., N.22. Bovey Park 4144. [6262]

**OVERSEAS CARS, Ltd.**

**1949** 1½-litre M.G. saloon, black/red upholstery; £95; for other Overseas Cars bargains see page 21.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6066]

**1935** M.G. P.A. 2-seater, black, good appearance, good chassis, £275. [6275]

**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [5504]

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**WOODBAIN CARS** offer:

**£275**—M.G. 8hp F type sports 2-seater, 1936 model, cream, superb condition throughout, any examination.

**£119**—M.G. 8hp open sports 2-seater, black, immaculate cellulose, almost new hood, excellent tyres.

**£105**—M.G. 8hp fourome sports saloon, black, green, red, lovely engine.

**£105**—M.G. 8hp sports 2-seater, fitted special engine and 4-speed gear box, runs like a dream, bargain.

**WOODBAIN CARS**, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9455. [6081]

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Morgan Cars Wanted

**R**OWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949] **R**AYMOND WAY, the hire-purchase specialists, are buying Morris, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

## Morgan Spares and Services

**M**ORGAN 4/4 official spare parts stockist; service and repairs.—Basic Roy. Ltd., 161, Gt. Portland St., W.1. Langham 7735 [0514] **M**ORGANS 4/4 available spares in stock.—F. H. Douglas Morgan, Specialist, 1A, South Ealing Rd., Ealing, W.5. Tel. 5270 [1026]

## MORRIS MINOR

## CAR MART, Ltd.

**M**ORRIS MINOR 1949 saloon, 5,000 miles; £750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

**1949** Morris Minor, 1,125 miles; £745.—Sergeant & Collins, Bromley. Imperial 2242. [6261] **1950** miles only.—1949 Morris Minor, black, a new car, December; £720.—Days, London Rd., Lowestoft 1551-2.

**1949** Minor saloon, black, beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011.

**1949** (April) Morris Minor saloon, black and cream, lawn fender, 6,676 miles only, one careful private owner, absolutely spotless; written guarantee; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [1623]

## Morris Minor Cars Wanted

## CAR MART, Ltd.

**T**HE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716]

## MORRIS EIGHT

**C**AR MART, Ltd., offer 1948 4-door saloon, 2,000 miles; £725.

**M**ORRIS 8 1948 4-door saloon, 10,000 miles; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5932]

**N**EWMNHAMS, Ltd., 1948 Morris 8 4-door saloon, black with brown, low mileage, £750.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Rivele 4646. [1803]

**C**OACHCRAFT offer:—

**£280** or nearest.—1939 Morris 8 (June) Series E 4-door Morris 8 saloon de luxe, attractive vehicle, in excellent running order; open to A.A. or R.A.C. inspection; terms, etc.

**C**OACHCRAFT, Elm Rd., Evesham. Tel. 6539. [1632] **C**ONTINENTAL CARS, Limited.

**1947** late Morris 8 Sunshine saloon, 2-door, leather; £535.

**P**ORTSMOUTH Road, Send, Surrey. Tel. Ripley 3122-3.

**G.** P. (BALHAM), Ltd., offer:—

**255**—1938 Morris 8 saloon excellent condition, G. P. (BALHAM), Ltd., 2c, Balham Hill S.W.12 (100 yds Clapham South Tube). Batt. 3117. [5053]

**H.** A. SAUNDERS, Ltd., offer:—

**1948** Morris 8 4-door saloon; £595.

**1947** Morris 8 4-door saloon, sunshine roof, discs; H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Hol' Corner). Hillsdale 0024. [5961]

**H.** A. SAUNDERS, Ltd., offer:—

**1939** Morris 8 tourer, black, brown upholstery, low mileage; £385.

**H.** A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Hol' Corner). Hillsdale 0024. [5961]

**H.** A. SAUNDERS, Ltd., offer:—

**1948** Morris 8 4-door de luxe, under 4,000 miles, as new; £595.—Haskins, Ladbroke 1155. [1530]

**£555.**—1947 Morris 8 saloon de luxe, black, brown leather upholstery, 18,000 miles, immaculate condition.

**M**AKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [6370]

**M**ORRIS 8 black saloon, reconditioned engine, thoroughly overhauled, very good condition; £200.—Tel. Romford 5429. [6615]

**1938** Morris 8 tourer, excellent condition; £225.—Edginton, 37, Peckham High St., S.E.15. Tel. 2588 and Ray. 3365. [5205]

**1938** Morris 8 4-seater tourer, in really immaculate condition, radio; £295. 5 months' guarantee; terms and exchanges.

**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [6309]

**1948** Morris 8 4-door saloon, speedo, £200.—black, £750.—2, N.E. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8766]

**1938** Morris 8 4-door saloon, very clean and good mechanical condition; £200.—John Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [1523]

**1938** Morris 8 Sun saloon, 5 nearly new tyres, very sound throughout; £290; see page 20.—Smith & Hunter, 376, Kensington High St., W.14. Westerham 2312. [6050]

**1938** Morris 8 sun roof saloon, good condition, excellent runner; £225; terms, exchanges.—Tel. Amherst 2000. Fanfare Motors, 99-115, Clarence Rd., London, E.5. [15669]

**1947** Morris 8 4-door saloon, speedo, 15,000 miles, roof, black, brown leather, taxed to December, one owner, very new; £250.—Ltd., Edgerton Rd., Hendon, N.W.9. Tel. Hen. 658. [15740]

**1938** Morris 8 4-str. tourer, excellent condition, disc brakes, carpets, tyres, nearly new hood, resprayed engine; owner getting vintage; £225.—Box 4819. [6529]

**M**ORRIS EIGHT £595.—January, 1948. Morris 8 saloon, 4-door full de luxe model, one lady owner since new, other cars kept, immaculate appearance, exceptionally low mileage.—See below.

**£195** Morris 8hp series II saloon, 1938, sound little runner with leather upholstery, easy clean wheels, etc., coachwork not up to 100% standard of most of other cars, but a very genuine bargain at the price.

**C**AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 281 and 3115. Write for our 18-page post-free stock list of over 400 cars. Free delivery and refund of postage on purchases over 2,000 miles of motoring refund of fares to purchasers. Easy and confidential hire purchase facilities, part exchanges.

**1947** Morris 8 two-door de luxe, one owner, supplied and serviced by us throughout, in really good condition, genuine mileage 15,000, taxed year; £575.—Surrey Motors, High St. Sutton, Surrey Vigilant 4444. [1642]

**J**ARVIS & SONS, Ltd., offer 1946 Series E 2-door, fac-tory replacement engine just fitted, faultless car; £495; choice of another 1946 de luxe; £495; also choice of 1947 4-door saloons, £575.—Morris House, 10, New Bond St., W.1. Tel. 4046. [2169]

**£360** 1940 Morris 8 2-door de luxe saloon, 2 owners only since new, 54,000 miles, steering and brakes just overhauled, carpet new, in very clean and original condition.—Apply, R. E. Shields, 36, Gurney Drive, London, N.W.10. Tel. Gwendolyn 806. [16135]

**£210** 1940 Morris 8 saloon, £70 deposit, August, 1948. Morris 8 2-door saloon, very sound mechanical; also a clean 1938 Morris 8 saloon at £265 cash or £85 deposit, balance payable over 18 months; open 9-week days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 6655-6. [16058]

## Morris Eight Cars Wanted

**C**AR MART, Ltd., offer 1948 Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [15715]

**P**OST-WAR Morris 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [10842]

**C**ASH buyers of low-mileage Morris 8s, 1938-40, to object.—Lord Mortlake, Tel. 2268. [15716]

**O**WLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). [15717]

**M**ORRIS 8 wanted for cash, immediately.—King's Autocare, 127, High Rd., Seven Kings 5536-7. [15718]

**R**AYMOND WAY, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

**M**ORRIS 10 1947 saloon, 13,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5933]

**L**AYTONS OF OXFORD offer:—

**£425**—1939 Morris 10hp de luxe saloon, finished in black with brown leather, many extras to this excellent car; terms can be offered over 24 months if required.

**L**AYTONS, New Rd., Oxford. Tel. 3381. [15810]

**H.** A. SAUNDERS, Ltd., offer:—

**1947** Morris 10 saloon de luxe, 6,000 miles; £695.

**H.** A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Hol' Corner). Hillsdale 0024. [5961]

**£385**—1939 Morris 10 series M de luxe saloon, black, brown hide, clean condition.

**B**RAY MOTORS, 180-184, West End Lane, N.W.6. [16355]

**1947** Morris 10 saloon, black and brown leather, low mileage excellent condition throughout; £695.

**H.** A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Hol' Corner). Hillsdale 0024. [5961]

**1948** Morris 10, 100, excellent condition, low mileage; £715.—Cheam Motor Co., Ewell Rd., Cheam Village 0125-7. [15298]

**£395** equal to new, completely overhauled; choice of 2; many others.

**B**ENMOTORS, 1, Clarendon Rd., Holland Park, Park 5065-6. Open Mon. Sat. 9-6. Tues. 9-5. Park Tunnel Station. [15776]

**1939** Morris 10 saloon, taxed, guaranteed; £365; payments, Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780. [16073]

**1948** Morris 10 saloon, 3,700 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [16194]

**S**HAFER & CO., Ltd., offer late 1946 Morris 10 4-door saloon, really good condition; £565.-120-132, Cricklewood Lane, N.W.2. Gdns. 3311. [16195]

**1934** Morris 10 tourer, 10,000 miles, good condition; £150. [16196]

**J**ARVIS & SONS, Ltd., offer 1948 Morris 8, black with brown leather, 8,000 miles. Pye radio, one owner on half-rate tax for year; £765; also another, as above, 8,000 miles; £765.—Morris House, Morden Rd., S.W.19. Liberty 4656. [16197]

**T**ANKARD & SMITH, Ltd., offer 1947 Morris 10 saloons choice of two, black with brown leather, moderate mileages only, very nice condition; £625; three months' written guarantee; also 200 guaranteed used cars of all makes. 196, King's Rd., Chelsea, S.W.3. Tel. Fax. 4779. [16198]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee. 1938, King's Rd., S.W.3. Tel. Flax. 4601-3. 10379 [10379]

M. PRIDE & CLARKE, Ltd., 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105]

## Morris Miscellaneous Cars Wanted

R. OWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10979 [10979]

F. M. PRIDE & CLARKE, Ltd., 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105]

M. in nice condition, always available; ask us to send you full particulars.—Mauds of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541.

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., W.2. [0555]

CASH buyers of low-mileage Morris Minor, Oxford and 10cwt. no object.—Hartons, Lord St., Southport. Tel. 2668. [0768]

JOHNSTON'S SERVICE GARAGE urgently require all makes Morris cars.—1a, Midway Ave., N.I. [1392]

JACK OLDFIELD, Ltd., 8-10, North Audley St., W.1. [0631]

Morris repairs require cars in first-class condition. Mayfair 5242. [0631]

## Morris Spares and Services

FOR Morris mudguards, running boards, 1930-46.—Brooks, 55, Queen's Rd., Brighton. [0584]

DALSTON MOTORS for Morris service and spares, 1935-49 models.—517, Kingsland Rd., Dalston, E.8. Chiss. 609. Tel. 2777. [0756]

OVER-RIDERS for Morris new series Minor, Oxford and Six, heavily chromed, well styled, strong, 25/- a pair; also available for 8-10hp 1939-47 models.—Below POLASPEX guaranteed anti-glare visor panels, cut and drilled to replace your present opaque visor; 12/- each.—Maurice Cheshire & Co., 29, Soho Hill, Birmingham, 19. Northern 5128. [0631]

## NASH

OVERSEAS CARS, Ltd. 23hp Nash saloon, right-hand drive, fawn, 24,000 miles; £1295; for other Overseas Cars bargaining see page 21.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. 7475. [0667]

NASH Ambassador Eight, 1938-9 coupe with dickey, fitted with overdrive, splendid condition; £450. Victoria 8285. [0651]

1938 (registered August) 22hp Nash black saloon, overdrive, free wheel, heater, excellent condition throughout, 20,000 miles; £295.—Sandrock Garage, Winchelsea, Sussex. Winchelsea 312. [0638]

## OLDSMOBILE

JAMES SIMPSON (SALES) offer:-

1938 Oldsmobile foursome coupe, as new, recent engine and suspension overhaul; £525. ALFRED SIMPSON (SALES), Ltd., 244, Bromley Rd., S.W.3. Ken. 9646. [0621]

DISTRIBUTORS (RAWLEWELL), Ltd., Sales Service and Spares, Blinfield Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

UNUSED 6-cyl. hydraulic drive Oldsmobile saloon de luxe, immediate delivery would consider near offer to £2,750.—Distributors (Rawlewell), Ltd., Blinfield Heath, Nr. Lingfield, Surrey.

1939 6-cyl. Oldsmobile saloon de luxe, serviced by ourselves, first-class condition throughout; £550.—Distributors (Rawlewell), Ltd., Blinfield Heath, Nr. Lingfield, Surrey.

6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLEWELL), Ltd., Blinfield Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1947 8-cylinder Oldsmobile 2-door streamlined saloon, low mileage, beautiful condition. Crawley, Western 6015. [0656]

OLDSMOBILE 6 saloon 28.3hp 1939, 6 seats, fitted 6 radio; this car is absolutely perfect and in beautiful condition, 20,000 miles; £295.—Sandrock Garage, with navy blue hide interior, fur rug etc., this car is virtually as new, one of the nicest cars on the road with outstanding performance and comfort; no dealers; bargain at £858.—Tel. Museum 6398, or evenings Gia. 6105. [0752]

## OPEL

1937 Opel Cadet saloon, very nice condition; £250. Stadium Autos, 178, New Barn St., W.1. Tel. 44455. [0638]

OPEL 1938 Olympia, good condition, leather upholstery, licensed end of June, seen by appointment; £250 or near offer.—Lingfield 54. [0587]

1947 MAYFAIR GARAGES, Ltd.—March, 1939 (latest type front) Cadet saloon, blue, small mileage, very carefully maintained, in exceptional condition throughout, 3 years guarantee; £295.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [0612]

Opel Cars Wanted

ROWLAND SMITH'S the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10980 [0638]

PRIDE & CLARKE, Ltd., the Opel distributor, immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tel. 3664. [0609]

Opel Spares and Services

MAYER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266. 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Brit. 1075. [0625]

## PACKARD

1940 Packard "One Ten" 30hp saloon, privately owned, £10 tax; £750.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [0604]

## PACKARD

## DICKS CAR SALES offer:-

1939 Packard Super 8 Georgia coupe, fitted radio, a very attractive car; £625.

1938 Fine order throughout; £450.

DICKS CAR SALES, Ltd., 599-401, High Rd., Kilburn, London, W.10. Vale 6888-9. [0118]

JOE THOMPSON (MOTORS), Ltd., offers:-

1937 Packard limousine, colour black, face-forward occasional; £725.

1939 very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin). Ken. 4858. [0134]

£895.—1938 Packard Super 8 limousine 8-seater.

B.R.V. MOTORS, 180-184, West End Lane, N.W.6. Ham. 6490. [0636]

PACKARD sole concessionaires, amongst other approved model Packard cars, offer:

1949 22nd series Packard 8 de luxe 4-door saloon, right-hand drive with overdrive, radio, heater, defroster, fog lamps, windscreen wiper, back-up light, 11,000 miles; £10 tax; £650.

BONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282]

PACKARD 12-cyl. 7-seater coachbuilt convertible limousine by Brunn of Buffalo, 1939, condition as new; £700.—Bogart 4832. [0107]

1947 7-cyl. Packard saloon, seamist, cloth uphol-

stery, wireless, heater, tax year; £750, no offers.—Acorn 1985. 61, Gunnersbury Lane, W.3. [0704]

1938-9 Packard foursome coupe, radio, taxied, guaranteed; £595; payments ad-

justed, 4, Russell Gdns. Mews, Kensington. Park 7780. [0107]

PACKARD 8 saloon car in immaculate condition, fitted with Perkins light high-speed diesel engine, 32mpg, engine indistinguishable from petrol, a super job of engineering; £1250.

CHURCH ROAD ENGINEERING CO., Ltd., Diesel Specialists, Hadleigh, Essex. 58474-57127. [0419]

UNREGISTERED ex W.D. 1938 model Packard 120 saloon; 1938, fixed head coupe 6-cyl. 29bhp; both these can need overhaul; no sensible offer refused.

H. C. Potter, North Bersted. Tel. Bogart 760. [0170]

PACKARD 1938 34hp super 8 foursome drop top, colour green leather upholstery, all good tyres, a magnificent car for your holidays; price £525. Dalwood Motors, Pinner Green, Middx. Pinner 676. [0609]

1937 Packard Super 8 black saloon, 41,000 miles only, fine bodywork and interior, is absolutely immaculate and equally as good as a modern 2.000 model; the performance is all that may be expected from a precision-built engine of this mileage; £850.

C. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Surrey. Tel. 4328. [0633]

1938 (June) Packard 30hp foursome drop head coupe, practically unused since recommissioned by concessionaires, receipts shown, mechanical perfection guaranteed, attractive coachwork, immaculate appearance, evidence care taken in maintenance, original paint, twin spot lamps; sacrifice 495gu; terms exchanged.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0807-8. [0623]

£625.—1940 Packard 34hp super 8-seater coupe 6-cyl. saloon, fixed head, three-seater with two occasional seats, fine reproduction 1948, £10 tax, 100,000 miles, open speed reading 35,187 miles only, and believed genuine, steering column gear shift, overdrive, six new tyres, radio, taxied for year, oil pressure 40lb all day long, no smoke, quiet gearbox and rear axle, twin path lights, mellow tone wind, hood etc.; a real pleasure to drive, grade American car, first class condition.—Garrard Motors, 132B, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [0620]

£695.—Packard Super 8 37hp double enclosed limousine 1937-8, full 8-seater model, with winding division, face forward, occasional seats and leather, term of equipment previously owned by titled family, the original cellulose has been magnificently maintained, whilst the elegant interior furnishings are in first-class condition. Mechanically this Packard is in the same exclusive order as A.A., R.A.C. or other qualified engineer and is in excellent condition for the discerning purchaser; offered with a fully comprehensive written guarantee.

CAMDEN MOTORS for limousines, Lake St., Leighton Buzzard. Beds. Tel. 2381 and 3115. Write for our fully priced post-free catalogue giving details of our free delivery service, refund of fares to purchasers, easy and confidential hire purchase facilities, part exchange.

£725.—Packard 8 37hp double enclosed limousine 1937-8, full 8-seater model, with winding division, face forward, occasional seats and leather, term of equipment previously owned by titled family, the original cellulose has been magnificently maintained, whilst the elegant interior furnishings are in first-class condition. Mechanically this Packard is in the same exclusive order as A.A., R.A.C. or other qualified engineer and is in excellent condition for the discerning purchaser; offered with a fully comprehensive written guarantee.

1947 model Riley 1½-litre saloon de luxe, immaculate condition; £865.—Brown's Garage, Loughton (Essex) 4119 (Tube). [0194]

DICKS CAR SALES offer:-

1940 Riley 12 saloon, one owner since new, excellent condition; £525.

1937 Riley 12 Kestrel saloon, just overhauled positively unmarked, really genuine car; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, London, W.10. Vale 6888-9. [0118]

TOM GARNER, Ltd., offer:-

1949 Riley 2½-litre saloon, black with up-holstery, 7,000 miles.

1949 Riley 2½-litre saloon, black with brown leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2265-6. [0162]

A CLAND & Tabor, Ltd., offer:-

1949 Riley 1½-litre shooting brake, speedo read-9,000 miles, as brand new; £875.

APPLY—North Road Garage, Welwyn 481. [0160]

CHARLES FOLLETT, Ltd., offer:-

1948 Riley 2½-litre saloon, black, green leather.

1948 1 owner, 14,500 miles, excellent condition throughout, 3 months' guarantee; £1,350.

BERKELEY ST. W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 3143. [0186]

GUY SALMON AUTOMOBILES, Ltd., offer:-

1948 model Riley 1½-litre saloon, grey and black with red leather, 1 owner, 20,000 miles, immaculate condition; £1,050.—Portsmouth Rd., Thatte-Ditton, Emberbrook 5551 2/3. [0177]

## PONTIAC

PONTIAC drop head foursome coupe, first reg. April, 1950, genuine as new, 400 miles only, only wants seeing, black and chrome.

WELTON AUTO SERVICES, Ltd., 205-219, Holland Park Ave., London, W.11. Tel. Park Side [0148]

## Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. 18003

## RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars.

BUGATTI type 35C, in showcase condition and ready use if desired; price including numerous racing spares.

1950 April Nuvolari's Fieldhead, Prestbury, Cheshire. Tel. Prestbury 3814. [0160]

A LFA-ROMEO 3.4-litre, ideal all-round car for British events, convertible from blown to unbown in a few hours, nicely run in at Vintage Silverstone and Goodwood after complete overhaul, reasonable offer for quick sale.

RENGO 500cc racing car available for sale owing to special circumstances, fitted with J.A.P. engine, Norton gear box, differential, and unique patented system of suspension, giving exceptional road holding and cornering qualities.—For full details and price, please write Bristol Repetition, Ltd., Forest Rd., Bristol 2. [0105]

## HAULTON

1935 Haulton coupe de luxe Straight Eight, in excellent condition; £350.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. Rus. 2574 [0504]

1938 Haulton saloon, 28.8hp, finished in black, in good condition; price £500 or offer. [0505]

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Baywater 6755.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers.

1949 Haulton continental black saloon, owner driven 21 miles since 1939, 61,000 miles only and in excellent mechanical condition; £450.—Midland Dynamo Co., 64, Belgrave Gate, Leicester. [0548]

HAULTON, immaculate condition, as new, black with fawn upholstery, mileage 27,000 only, genuine owner driven.—Apply Warren, Greenhill, Fernhurst, Haslemere, Surrey. Tel. Fernhurst 263. [0498]

## Haulton Cars Wanted

CASH immediately for good Haulton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [0123]

## RENAULT

RENAULT cars, spare parts, repairs & service.—Reynault Ltd., Western Avenue, Acton, W.3. Acorn 4696. [0184]

RENAULT 12hp de luxe saloon, Oct. 1939, overhauled, receipts, clean; £265.—Worthing 6123. [0564]

RENAULTS.—The following cars with others carry our usual guarantee; service established 1909.

RENAULT 26hp 1939 big six-seater saloon; £395.

WELHAM'S Renault: Sales Service Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0126]

£295.—1937 Renault 18 Big 4 de luxe saloon, maroon, grey hide interior, an impressive motor car.

RAY MOTOR, 180-184, West End Lane, N.W.6. Hampstead 6490. [01632]

1949 Renault 12hp 2-door saloon, 2 owners since new, a new engine 4,000 miles ago, 80 mph, 25 mpg, excellent condition; £300.—Eames, Paddington 4693. [0195]

1939 Renault 12hp 4-door saloon, exceptionally good used cars; £215. Haverstock Hill, N.W.3. Primrose 4441. [0174]

## Renault Cars Wanted

CASH immediately for good Renault.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0162]

WELHAM'S RENAULT SALES SERVICE purchase all W.M. models.—Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0127]

## RILEY

CAR MART, Ltd.

RILEY 2½-litre 1949 saloon (100bhp), 7,000 miles; £1,000. [01935]

RILEY 1½-litre 1948 saloon, 800 miles, £800. [01935]

RILEY 12 saloon, one owner since new, excellent condition; £525.

RILEY 12 Kestrel saloon, just overhauled positively unmarked, really genuine car; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, London, W.10. Vale 6888-9. [0118]

RILEY 12½-litre saloon, black with fawn up-holstery, 7,000 miles.

1949 Riley 12½-litre saloon, black with brown leather, 7,000 miles.

TOM GARNER, LTD., 10-12, Peter St., Manchester, 2. Blackfriars 2265-6. [0162]

A CLAND & Tabor, Ltd., offer:-

1949 Riley 1½-litre shooting brake, speedo read-9,000 miles, as brand new; £875.

APPLY—North Road Garage, Welwyn 481. [0160]

CHARLES FOLLETT, Ltd., offer:-

1948 Riley 2½-litre saloon, black, green leather.

1948 1 owner, 14,500 miles, excellent condition throughout, 3 months' guarantee; £1,350.

BERKELEY ST. W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 3143. [0186]

GUY SALMON AUTOMOBILES, Ltd., offer:-

1948 model Riley 1½-litre saloon, grey and black with red leather, 1 owner, 20,000 miles, immaculate condition; £1,050.—Portsmouth Rd., Thatte-Ditton, Emberbrook 5551 2/3. [0177]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

MASCOT MOTORS, Ltd., offer the following:

- 1938** 30hp Barker owner-driver saloon.  
**1935** 25hp Barker sports saloon, with division.  
**1934** (Dec.) 25hp Park Ward owner-driven saloon with division.  
**1933** 25hp T. & M. 7-seater limousine.  
**1932** 25hp T. & M. sports saloon.  
**1930** 40,50hp foursome coupe.

We are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbrooke Grove, W.10. Ladbrooke 1231-2.

**1939** Replica by Southern Motor Co. on 20-25 chassis, cream and black, cream leather, beautiful car. £750.—Box 4762.

**1934** (Jan.) Owen sedanca coupe, perfect condition, black, one owner. £1,100.—Aikin, 16553

**1928** before 10 a.m. 20hp Rolls-Royce Park Ward saloon, partitioned, tax year—Wilkinson & Butler, St. Neots, Hunts.

**1934** (Nov.) 20/25 Rolls-Royce 7-seater limousine, perfect condition, new tyres.—Vidler, 43

Crawford St., W.1. Tel. 1345.

**1929** model 20hp Barker 7-seater, enclosed drive landauette, excellent car for hire work: £250.—Slo. 87, Pavilion Rd., S.W.1. [5494]

**1935** ACHIEVE SIMONS & Co., Ltd.—1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face forward seats: £650.

**25-30** Rolls-Royce 4-door owner driver saloon, 43,000 miles, first registered 1937: £1,475.—Slo. 49, Portland St., W.1. Tel. 1345.

**EDWARDS & CO. (BOURNEMOUTH)**, Ltd., Bournemouth, Tel. 1272-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. 13863

**ROLLS-ROYCE** 21.5hp Weyman saloon, 86,000 miles, perfect condition: £550 specimen car.—Massey, 32, Perry Park Rd., Blackheath, Birmingham. Tel. Bla. 1564.

**1935** 20-25hp Rolls-Royce 7-seater limousine, immaculate condition, privately owned: £1,150.—Slo. Kensington Church St., W.8. [6408]

**1934** 20-25 Rolls-Royce drophead foursome coupe, Thrupp & Maberly, 41,000 miles, genuine, immaculate condition everywhere: £1,375.—Crawley, Western 6015.

**25-30** hp Rolls-Royce 4-door cabriolet by Winkles, chassis overhauled by Rolls-Royce, complete, leather framework finished in black with blue upholstery: £1,350.

**OFFICERS** Officially appointed Retailers and Repairers of Rolls-Royce Cars. Tel. Brookwood 2201-2-3.

**EDWARD & CO. (LONDON)**, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5588.

**LIMOUSINES**, 1933-1939, 20/25hp and 25/30hp roomy 7-seaters, small mileages, from 1,000 gns.; exchanges, hire purchase—Linton-Goodman, 56, New Bond St., W.1. Tel. Mayfair 3360.

**PHANTOM III** Double Six Rolls-Royce sedanca de ville 7-seater, with division, by Barker, first registered 1937, stored 9 years, 24,000 miles only, spurious condition: accept £1,700.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

**£1095** (October) 20/25 Rolls-Royce 7-seater limousine by Barker, ride control, in really magnificent condition, paid exchange and deferred terms—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5588.

**1931** Continental 40/50 Phantom II Barker body built sportsman's drop head coupe, many extras, including leather trunks, 8 tyres, total mileage 15,800, perfect throughout, serviced and stored 10 years; any trial given; one owner.—H. Jaques, Esq., Easby Abbey, Richmond, Yorks. [4887]

**£850** 1934 20-25 Rolls-Royce Barker saloon, face forward, occasional seats, open-piecing, driving division, swept tail, very modern lines, black, cloth rear, front leather, this car has had 2 private owners only, stored 9 years, total mileage 41,000, is in immaculate condition everywhere. 20mpg, consider exchange Chrysler or Buick Limousine. Box 4812.

**A & S (Limousine Specialists)** offer unique selection Rolls-Royce (swept tail) limousines.

**LIMOUSINE** 1934/25hp Windover, Hooper, 7-forward, partition black, occasional, black, irreproachable condition: £1,150.

**LIMOUSINE** 1934/25hp Windover, Barker (30hp). 7-forward, partition black, immaculate, magnificently swept tail, carriages, exceptional value.

**PHANTOM II** Limousine, 1934/1935 Hooper, Windover, Thrupp, black, widest occasional, exceptionally fine condition, reasonable low mileage.

**PHANTOM III** Limousine, 1938 Barker de luxe coachwork, widest occasional, genuine, 12,000, swept tail.

**WRAITH** 1939 Windover 30hp double enclosed limousine, widest occasional, 30,000, black, magnificently maintained, beautiful carriage.—Seen:—

**A LPE & SAUNDERS** always purchase Rolls-Royce 17 A cars—displayed.—Seen:—Providence Court, Grosvenor Square, 1941-Mayfair. [6227]

## Rolls-Royce Cars Wanted

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Beoley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944.

**C M** THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1 Euston 1212. (10970)

## Rolls-Royce Cars Wanted

**J. MARSHALL** wanted Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

**J. MARSHALL**, 869, St. Albans Rd., Watford. Tel. GLOUCESTER 2381.

**OWLAND SMITH'S**, the Rolls-Royce buyers.—Hamstead High St. (Hampstead Tube). Ham. 6041.

**ROLLS-ROYCE** sports saloon, 1933-1936.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

**BENTLEY** or Rolls-Royce, complete or incomplete, wanted.—Roseleigh, Dean Oak Lane, Leigh, Surrey. [5708]

**A & S** interested purchasers modern 25/30hp Limousines 1933/1940.

**A & S** interested purchasers modern Phantom II also Phantom III Limousines and Saloons.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941.

**W** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton 69, Weston St., Carlton Palace, S.E.19. Liv. 3362.

**CENTRAL GARAGE** 1934-1936 a 25/30hp C receive details of Rolls-Royce 20/25 or 30/35 sports saloons, for disposal.—Fell Rd., Croydon. Tel. Cro. 7464.

**RIPPON BROS.**, Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6381.

**THE BASINGSTOKE MOTOR CO.**, Ltd., wish to purchase 20hp and early 20/25 and late Phantom II, particularly cars with open coachwork.—By-Pass Rd., Basingstoke.

**JACK OLDING**, Ltd., 8-10, North Audley St., W.1. official Rolls-Royce and Bentley retailers in first-class condition. Mayfair 5242.

**CHARLES POLLITT**, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Tel. 5588.

**SHOWROOMS**, 18, Berkeley St., W.1 May 6266.

**SPARE Parts**

**SERVICE**, 12, Wellesley Ave., W.6 Riv. 1413.

**H. A. FOX & CO.**, Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fuham, London, S.W.6. Tel. Renown 3866.

**ROLLS-ROYCE** "parts and Services

**JACIE BARCLAY**, Ltd.

**L**ARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

**WORKS**—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines).

**W. M. COUPER**, Ltd., Catherine St., St. Albans 4543.

**SPARES** and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire.

**CHARLES POLLITT**, Ltd.—Officially appointed retailers and repairers.

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**ROLLS-ROYCE** 10

**ROLLS-ROYCE** 1

**1938** Rover 12hp sports saloon, 37,000 miles, condition good: £550 or near: private owner.

**£295** —1936 Rover 12 saloon, super condition throughout.—Value Cars, Ltd. 362, Upper Richmond Rd., East Sheen.

**1947** (December) Rover 12, 75,000 miles, perfect throughout: £250.

**1939** Rover 12 sports saloon, in real good order throughout: £525.—Archway Garage, 120a, Walmer Rd., W.10. Tel. Park 7271.

**1935** Rover 12 sportsman's saloon, new tyres, tax: £285.—Wilson's Automobiles & Coachworks, Ltd., 1-3, Dorking Rd., Epsom 3901.

**1947** (December) Rover 12 saloon, green, 5,000 miles, registered half duty licence only, absolutely as new: £1,195.—Robbins East Putney. Tel. 46584.

**1938** (November) Rover 12 saloon, excellent condition, mechanically and in appearance: £550.

**£295** —1936 Rover 12 saloon, super condition throughout.—Value Cars, Ltd. 362, Upper Richmond Rd., East Sheen.

**1947** (December) Rover 12hp sunshine saloon, genuine, 15,000 miles, perfect throughout: dealers.—Box 4827.

**1939** Rover 12 sports saloon, in real good order throughout: £525.—Archway Garage, 120a, Walmer Rd., W.10. Tel. Park 7271.

**1935** Rover 12 sportsman's saloon, new tyres, tax: £285.—Wilson's Automobiles & Coachworks, Ltd., 1-3, Dorking Rd., Epsom 3901.

**1946** Rover 12, 6-light, finished black, with brown leather upholstery, 20,000 miles, in excellent condition throughout: £295.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. 5421.

**1947** Rover 12 saloon, black with brown leather upholstery, heater, 35,000 miles, one owner, recently overhauled, excellent condition throughout: £295.—Parker, 10, Summerside, Yeovil. Tel. 16450.

**ROVER 14**

**ROUNDABOUT** offer:

**1938** Rover 14 saloon, resprayed in green, with green upholstery, good mechanical condition: £475.

**ROUNDABOUT GARAGE**, Western Ave., Greenford, Middlesex, Watford 1071-5. [5939]

**SIMPSON'S MOTORS** offer:—

**1937** Rover 14, exceptional condition: £450.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), Wembley 3903. [5053]

**R OVER 14** saloon, taxed £60 spent: £250.—Hampshire Den. Rd., Hitchin, Herts. Tel. 1562.

**R OVER 14hp**, 1940, black, immaculate condition, reconditioned engine by Rovers, 3,000 miles: £600 or near offer.—Nelson, Midland Bank, Dover. Tel. 16485.

**L. P. DOVE** offer:—1946 Rover 14 saloon, one owner.

**L.** black, with brown leather upholstery: £295.—Broadway, Wimbledon, S.W.19. Tel. 3456. [5945]

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**ROUNDABOUT** offer:

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER MISCELLANEOUS

**H**ENLYS, Ltd.  
ENGLAND'S Largest Rover Distributors.

**E**LECTION of all models at attractive prices.

**D**EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)  
**H**ENLY House, 385, Euston Rd., N.W.1. (Euston 4444).  
**D**EPOTS at:-

**M**ANCHESTER (Blackfriars 7843).

**B**RISTOL (Bristol 21326).

**B**OURNEMOUTH (Bournemouth 6314).

**N**ORTHAMPTON (Northampton 907).

**C**AMBERLEY (Camberley 77).

**S**TREATHAM (Streatham 7751).

**H**OONSLOW (Hounslow 3454).

**F**INCHLEY (Finchley 0081).

**G**REAT WEST RD. (Ealing 3477).

**C**AMDEN TOWN SERVICE STATION (Gulliver 4141).

**H**ENLYS, Ltd., England's Leading Motor Agents. [0029]

**D**ICKS CAR SALES offer:-

**1940** Rover 20hp sports saloon, excellent example of a fine car, genuine bargain; £575.

**1936** Rover 12 saloon, just fitted reconditioned engine; £295. Below.

**1936** Rover 14 saloon, special speed model, 3 car-

**D**ICKS CAR SALES, Ltd., 399-401, High Rd., Kil-

burn. Maida Vale 6888-9. [6230]

**W**ARWICK WRIGHT, Ltd., offer:-

**1948** Rover 75 six-light saloon, black, red leather, 7,000 miles; £1,550.

**1946** Rover 12hp saloon, black, brown leather; 9,000 miles; £950.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7961. [16106]

**C**AMDEN MOTORS.—Rover 10hp Special Sports- man's coupe, 1938, somewhat scarce and much sought after car, exceptionally smart and in very good condition throughout; £499.

**C**AMDEN MOTORS.—Rover 10hp saloon de luxe, 1940, just like the 1947 model, original finish sound mechanically; £565.

**C**AMDEN MOTORS.—Rover 10hp saloon, 1936, similar to above but condition not so outstanding, cellulose a little dull, but a very sound runner, opportunity at £225.

**C**AMDEN MOTORS.—Rover 12hp saloon, 1946, late registration, one owner since new, immaculately maintained, now regularly by County Rover distributors, very low mileage; £899.

**C**AMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, in original condition throughout, good, clean cellulose and neat brown leather upholstery, particularly recommended; £525.

**C**AMDEN MOTORS.—Rover 10hp saloon, 1936, similar to above but condition not so outstanding, cellulose a little dull, but a very sound runner, opportunity at £225.

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**C**AMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, same as above model but slightly higher mileage, very good condition, 3 new tyres; £575.

**C**AMDEN MOTORS.—Rover 12hp Sportsman's saloon, 1939-40, could easily be mistaken for post-war model, immaculate appearance, all 1947 features, tip-top mechanical order; £565.

**C**AMDEN MOTORS.—Rover 12hp saloon, 1936, very sound order, good, clean cellulose and leather, excellent opportunity; £295.

**C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, 7,000 miles, private and very careful owner since new, small mileage, taxed half duty, immaculately maintained; £899.

**C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, finished suede green with green leather, outstanding order, moderately and carefully used by one owner; £565.

**C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, original makers finished (black), blue leather interior, particularly clean, several extras, radio, etc., and usual twin pass lights and horns; £595.

**C**AMDEN MOTORS.—Rover 14hp Sports saloon, 1938, condition would indicate much later model recently fitted works reconditioned engine and completely overhauled by makers; outstanding mechanical proposition; £545.

**C**AMDEN MOTORS.—Rover 14hp Sports saloon, 1937, very sound mechanically with good, clean cellulose and leather, condition in fair condition; £525.

**C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1937-8, original throughout even to the mats, a very genuine Rover, scrupulously maintained by Rover specialists, behalf of elderly gentleman, sole owner since 1936; £565.

**C**AMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, sold chassis and good tyres, runs well, coachwork sound, interior fair; £295.

**C**AMDEN MOTORS.—Rover 14hp special sportsman's coupe 1934-5, very extensively reconditioned and resorted last year, in property of country garage proprietor, now mechanical order; £295.

**C**AMDEN MOTORS.—Rover 16hp saloon de luxe, 1937, attractively finished in Rover duo blue cellulose with blue leather, good engine, brakes just relined, five new tyres and new battery fitted; £475.

**C**AMDEN MOTORS.—Rover 16hp Sports saloon, 1939, purchased direct from owner, one owner, first-class condition throughout, several extras; £595.

**C**AMDEN MOTORS.—Rover 20hp Sports saloon, 1938, handsome and impressive car, several special features, superb performance; £465.

**C**AMDEN MOTORS.—Rover Special Saloon, Lake Street, Leighton Buzzard, Beds., 2381 and 2315. Over 75 Rovers in stock. Write for 18-page posse fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchase fees. Easy and confidential hire purchase facilities, part ex-han... [5974]

## ROVER MISCELLANEOUS

**C**OOMBES & SONS (GUILDFORD), Ltd.

**O**FFER:-

**1947** Rover 14 sports saloon, blue, really good car.

We welcome any inspection.

**C**OOMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford GU2 907-8-9 [5697]

**R**AY MOTORS offer the following Rovers:-

**£385**—1937 Rover 12 de luxe saloon, black, brown £325 hide, wood tyres, taxed—Below.

**£375**—1937 Rover 20 saloon, terrific per-

formance; bargain.

**R**AY MOTORS 180-184, West End Lane, N.W.8. [16361]

**C**ORON CARS (LONDON), Ltd.—1948 Rover 75

sports saloon, grey green, 6,000 miles—Below.

**R**ODON CARS (LONDON), Ltd.—1948 (Jan.) Rover

16 6-light saloon, black, 10,000 miles—Below.

**G**ORDON CARS (LONDON), Ltd.—1947 Rover 16

sports saloon, black, brown leather, exceptional—

Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6169]

**B**ARTS of Kingston, Rover specialists sales, spares, repair—102, London Rd., Kingston. Kingston 3348.

**1939** Rover 14 saloon de luxe, at present being

fitted with new engine, black, brown interior, one owner; £595; also

Rover 20 Sports saloon, mileage 37,000, guaranteed one owner, black, green leather upholstery; £450.

**A**. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [5755]

**R**. P. POWELL MOTORS, Ltd., for Rover cars.

**E**. E. L. Maryland 4818-93. Romford Rd., Forest Gate, E.7. [16701]

**1947** Rover sports saloon black with fawn uphol-

stery, fitted H.M.V. radio, one owner. 18,000 miles; indistinguishable from new; £1,025.

**H**UNTERFORD MOTORS, Ltd., 201-3, Upper Rich-

mond Rd., S.W.15. Putney 0222 and 3360. [1779]

Rover Car wants

**C**HESTERFIELD, S. W. 16. wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [10971]

**H**ENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

**D**EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

**H**ENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

**G**REAT WEST RD. (Ealing 3477).

**C**AMDEN TOWN SERVICE STATION (Gulliver 4141).

**H**ENLYS, Ltd., England's leading Motor Agents. [0030]

**R**OWLAND SMITH, the Rover buyers—Hamp-

stead High St. (Hampstead Tube). Ham 6041. [0985]

**C**OOMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and

post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [16138]

**W**ANTED, post-war Rover, all models.—Send de-

tails to:-

**A**RNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014. [0021]

URGENTLY required, good pre-war Rover.—Hal-

field, 154, Gr. Titchfield St., W.1. Langham 0207. [0251]

**R**OVER 10 wanted, not earlier than 1937.—Gordon

Woodson, 48a, Drewstead Rd., S.W.16. Streetham 6638. [0321]

**J**ACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816]

**L**ABONE, of Barking purchase for cash post-war

car or Rover 10-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464]

**L**AKES, Rover agents, will purchase any non-

Covenant Rover car.—110 Bold St., Liverpool. Tel. Royal 6622. [17376]

**J**ACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [17673]

**C**ASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800]

**A**LBERT FARRELL, Ltd., would appreciate the offer

of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215]

**M**OTORISTS (LONDON), Ltd., are immediate cash

buyers for all Rover saloons—Great North Rd., E. Finchley, Station, N.3. Tel. 2301-2. [17996]

**D**AVID ROSENFIELD, Ltd., Rover Distributors,

are anxious to buy small mileage out-of-cover

Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0555]

**C**AMDEN MOTORS, Ltd., require to purchase Rover

saloons and drop heads of all horse-power in good

condition, 1938-40; write, call or tel. stating price

regarding Rover.

**C**AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2381 and 3115. [14602]

**R**AYMOND WAY, the hire-purchase specialists, are

still buying pre-war Rovers, any models, and have

unlimited cash available.—Canterbury Rd., Kilburn, N.W.3. Tel. 4701-2. [0121]

**S**INGER spare parts for 9, 10 and 12hp 1936-1949

models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Albans of Bristol, Berkeley Square, Bristol, S. Tel. 22514. [0117]

**S**INGER Spares and Services

**A**UTOMENDERS are specialists in Singer service and

overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0794]

**C**ONDOR CAR (LONDON), Ltd., the London Singer

distributors for Singer cars, spares and services.

Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

**S**INGER spare parts for 9, 10 and 12hp 1936-1949

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**S**INGER Spares and Services

**B**LAKES, THE Northern Sport and

Racing Car Specialists.

**B**UY and sell racing and sports cars of all types;

specialists in vintage Bentley; write for lists and

quotations.

**J**BLAKE & Co., Ltd.

**110**, Bold St., Liverpool.

**R**YAL 6622. Grams: Autocar, Liverpool.

**ULSTER** Austin, new tyres, battery, good condition;

nearest £130.—Streetton, 3, Princes Ave., N.10.

After June 1st. [05726]

## Rover Spares and Service

**R**. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681.

**SINGER**

**S**. M. offer:-  
**1936** Singer 9hp special works model Brooklands racer, over 100mph; an unique opportunity for an enthusiast; can be inspected at STAR MOTORS, Shepherds Hill, Reading. Sonals 2345-6. [0595]

**C**AR MART, Ltd.

**SINGER** Super 10 1946 saloon, 1,000 miles; £750.—**1948** (August) Singer 12 Super de luxe saloon, 9,000 miles only (spare unused), finished in maroon with red upholstery; a magnificent car; £762. [0597]

**P**AUL STREET GARAGE, Ltd., offer:-  
**1948** (August) Singer 12 Super de luxe saloon, 9,000 miles only (spare unused), finished in maroon with red upholstery; a magnificent car; £762. [0597]

**P**AUL STREET GARAGE, Ltd., Tel. Bishopsgate 6781-2-3-4 (nr. Liverpool St. Station or Moorgate Underground).

**M**EBES & MEEBES, Ltd. (Est. 1893), offer:-  
**1947** (late) Singer Super 10hp de luxe saloon, genuine 11,000 miles, coachwork unscratched, one owner, actually a new car; £765.—The Broadway, Mill Hill, N.W.7. [0612]

**1939** Singer Super 10, new tyres and battery condition; £290.—Gipsy Hill 0713. [0607]

**1939** Singer Super 10, new tyres and battery condition; £290.—Gipsy Hill 0713. [0607]

**1947** Singer 9 roadster, one owner, genuine 4,000 miles; the car for the discerning owner; £550. [0625]

**T**HE ANDERSON GARAGES, 120, Leigham Court Rd., Streatham, S.W.16. Streatham 4829. [0625]

**1949** Singer 10 saloon, 10,000 miles—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.O.2. Tem. 3588. [0615]

**1939** Singer 10 saloon, exceptional condition; £550.—page 20.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [0605]

**1947** Singer 10 saloon, 21,000 miles, taxed; £625.—University Motors, Ltd., Stratton House, 80 Piccadilly, London, W.1. Grosvenor 3434. [0606]

**1936** Singer 10 maroon, excellent condition; £550.—Le Mans two-seater twin, spares, finished in British racing green, very good performance £195. [0625]

**ELITE** MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (four lines). [0635]

**15600** miles—1947 (March) Singer 10hp saloon, £600 miles, maroon, leather—Ernest Sutton, Clean Hill 95 (Chelehampton). (Trade) only please.

**1948** Singer 10 saloon de luxe, 12,000 miles only, excellent condition; £655.—Garage Roadside Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5405. [0636]

**1948** 8hp roadster, black, red hide upholstery; £650.—Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [0635]

**10** hp saloon, 1947, one owner, low mileage, finished in maroon, condition as new; £685.—Recommended by the Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [0648]

**1949** Singer 12 saloon, green, fitted radio, Lucas press lamps have been really well done for proud private owner; £725.—Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [0658]

**295** gns.—Singer 9 (Oct. 1939) Sports Roadster, black, black, red leather, new hood, good condition; exchanges; list; open 9-7 week days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [0295]

**S**inger Cars Wanted

**C**HESTERFIELD, THE CAR MART, Ltd., wish to purchase Singer cars—150, Park Lane, W.1. Grosvenor 3434. [0715]

**R**OWLAND SMITH'S, the Singer buyers—Hampstead (Hampstead Tube). Ham 500. [0798]

**R**AYMOND WAY, the hire-purchase specialists, still buying Singer cars, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.3. Tel. 22514. [0121]

**S**INGER Spares and Services

**B**LAKES, THE Northern Sport and

Racing Car Specialists.

**B**UY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and

quotations.

**J**BLAKE & Co., Ltd.

**110**, Bold St., Liverpool.

**R**YAL 6622. Grams: Autocar, Liverpool.

**ULSTER** Austin, new tyres, battery, good condition; nearest £130.—Streetton, 3, Princes Ave., N.10. After June 1st. [05726]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

SCUDERI &amp; WALL offer:

AUSTIN 7 Ruby '36 2-seater coupe, excellent condition throughout; £160.

PART exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [6376]

B. &amp; G. MOTORS offer:

£235 —Invicta 3-litre special sports 2-seater, taxed to December 31st, completely rebuilt and fitted new modern sports body in 1946, lovely red cellulose, foldflat and two aero screens, almost new hood, perfect tyres, goes like the clappers and in appearance one of the smartest sports cars on the road, quick filter cap, caged radiator, etc. etc.; enthusiasts.

£135 —Wolseley Hornet 12hp Daytona E.W. special 2.4-seater, taxed, slab tank, twin carbs, 4 speeds, foldflat screen, knock-on wheels, Sin rev counter and speedo, etc. fast; another similar, £145.

£135 —Lea-Francis 12.40 semi sports 2-seater, 1938, blue, really good hood and sidescreens, very sound and reliable vintage car, in a fine state of preservation.

£125 —Triumph 10 Southern Cross 1934 open 2-seater, taxed, this week's bargain, foldflat screen, 5th speedo, excellent battery, runs very nicely, original paintwork; a little energy will transform it into a little beauty.

TERMS, exchanges.—B. &amp; G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6062]

CHARACTER CARS offer:

ALVIS Speed 20 1935 open tourer.

ASTON MARTIN, 1934, long-wheelbase 4-seater, almost show model.

BENTLEY 3-litre open tourer, Lebel Gurney Nutting tourer, marks the front from to rear; interesting history believed under 20,000 miles.

LEA-FRANCIS 1929, immaculate. Vintage tourer, fitted Mercury engine, £10 tax.

RILEY 9 complete rebuild including modern 4-seater body, delivered March 1938, £10 tax.

PARTICULARS of vintage and sports cars for disposal with photographs and price quoted will be gratefully received and acted upon immediately.

CHARACTER CARS 124-126, Haydon Rd., Wimbleton, S.W.19. Liberty 6285-6. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7.

ROWLAND SMITH'S for Sports Cars.

495 —Riley Sprite, May 1938, 1½-litre super 95 sports 2-seater, black, aluminium wheels, Hartsfords, tall tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

495 —Alfa Romeo, 1932, rebuilt and registered 1938, 1.750cc, type GC twin overhead camshaft super sports 2/3-seater, silver grey, blue leather, concealed hood, good tyres, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6300]

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers \*

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line) May 6044 (10 lines). [3577]

SPEEDSTERS, Ltd.—The finest sporting cars in the country.

SPEEDSTERS, Ltd.—1940 series speed model type C Aston Martin registered June, 1939. Atomic streamlined 2-seater in maroon and grey, bronze head, hydraulic brakes, Scintilla Vertex, Scintilla lighting and starting, road-tested by us at 105mph, about 25mpg, new battery, excellent tyres, one of the finest real quality sports cars in the country.

SPEEDSTERS, Ltd.—Delage D.8.100, 1937, striking saloon coachwork by Figoni, one owner, very low mileage.

SPEEDSTERS, Ltd.—Alfa. Aston, Bentley, Bugatti, Cord, Invicta, Jaguar, Mercedes, M.G., Vauxhall, Speedsters, Ltd.—One of the Old Straddles. "Cross &amp; Cross" Salford, nr. Redhill, Surrey. Horley 622, 28 minutes from Victoria.

SEE our classified advertisements under M.G. and unclassified.

TOULMIN MOTORS, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [2458]

VERITAS 130mph 2-seater; Allard and 1949 Frazer Nash Le Mans Replica; others.

ANTHONY CROOK MOTORS, Town End, Crowtham Hill, Surrey. Tel. 466. [15570]

£195 —Rolls-Royce Phantom I, tourer. —Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1687]

1949 Delahaye; see Delahaye column.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [4911]

PERFORMANCE CARS, of 21, Dalham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:

1934 Alvis Speed 20 saloon by Charlesworth, £225; 1937 Fiat 10hp tourer, £65; 1937 Fiat 500 cabriolet, choice of two, £210 and £235; 1935 M.G. Zoller blown N type Magnette, reconditioned unit and blower, £550; 1934 J.2 G. 2-seater, red, £220; 1933 J.2 M.O. 2-seater, black, £215; 1937 Renault 18hp drop four, £500; 1938 Talbot 15hp saloon, £250; 1930 Buick Type 46 5-litre coupe, £175; 1936 Lanchester 10 drop head fourseats by Mulliner, £250; 1934 Morgan 3-wheeler, 96 mph, £160; 1928 Renault 15hp tourer, amazing condition, £75; 1936 Fiat 1500, £190; choice of 5 Riley 9 Monacos from £55; insurance hire purchase on all cars, regret unable to cope with written enquiries. [6210]

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1937 Fiat 10hp tourer, £65; 1937 Fiat 500 cabriolet, choice of two, £210 and £235; 1935 M.G. Zoller blown N type Magnette, reconditioned unit and blower, £550; 1934 J.2 G. 2-seater, red, £220; 1933 J.2 M.O. 2-seater, black, £215; 1937 Renault 18hp drop four, £500; 1938 Talbot 15hp saloon, £250; 1930 Buick Type 46 5-litre coupe, £175; 1936 Lanchester 10 drop head fourseats by Mulliner, £250; 1934 Morgan 3-wheeler, 96 mph, £160; 1928 Renault 15hp tourer, amazing condition, £75; 1936 Fiat 1500, £190; choice of 5 Riley 9 Monacos from £55; insurance hire purchase on all cars, regret unable to cope with written enquiries. [6210]

SCUDERI &amp; WALL offer:

1934 Alvis Speed 20 saloon by Charlesworth, £225;

1937 Fiat 10hp tourer, £65; 1937 Fiat 500 cabriolet, choice of two, £210 and £235; 1935 M.G. Zoller blown N type Magnette, reconditioned unit and blower, £550; 1934 J.2 G. 2-seater, red, £220; 1933 J.2 M.O. 2-seater, black, £215; 19

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD VANGUARD

**W**HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. STANDARD VANGUARD saloon, colour bronze, brown leather complete with radio, first registered March, 1949, mileage 9,500; £965.

**W**HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. PHILIP RICKARDS, Ltd., offer:-

**1949** Standard Vanguard, grey, 9,900, radio, heater, perfect, -4, Brick St., Park Lane, London, W.1. Gros. 4772. S.

**A**CLAND & Tabor, Ltd., offer:-

**1949** Vanguard, speedo reading 6,000 miles, suede green, radio, heater, as new; £975. APPY—North Road Garage, Welwyn 481.

**A**MCKINNON MOTORS, Ltd., offer:-

**1949** (April) Standard Vanguard saloon, grey, red cloth, radio and heater, total mileage 145,000, a rarity; £1,050.

**C**ONFIDENTIAL extended terms; 6 months' guarantee.

**M**KINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1905. Tel. Wallington 3404.

**M**MANN EGERTON & Co., Ltd., offer:-

**1949** Standard Vanguard saloon, cream with blue leather upholstery, radio, heater, 6,000 miles, Berkeley St., London, W.1. Regent 2073.

**1949** Standard Vanguard saloon, grey, grey leather, radio and heater; £1,025. G

**E**ORGE FREDERICKMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

**1949** Standard Vanguard saloon, bronze, mileage 7,000, as new throughout; £985; trade enquiries welcomed.

**H**W. P. PERRY, Ltd., 32, Bruton Place, Berkeley Sq., Mayfair 0821.2. Tel. 15613.

**1949** Standard Vanguard saloon, green, fitted leather upholstery and radio, mileage 10,000, one careful owner; £915.

**R**C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401.

**1949** Standard Vanguard saloon, black, with blue leather upholstery, radio, heater and wireless, mileage 4,000 and open to any examination.—Offers and seen at Manderson, Dunbar, East Lothian.

**£925** Vanguard de luxe sun roof champagne, rust leather upholstery, radio and heater, one owner, 10,000 miles, indistinguishable from new. K. J. Motors, Bromley, Kent. Ravensbourne 3456, 7, 8 & 9.

**R**OSE YOUNG, Ltd., offer: 1949 Standard Vanguard saloon, black, carefully used, one owner, 10,000 miles, also a leather and vinyl leather upholstery; £795.

**S**TANDARD Vanguard, May, 1949, 14,000 miles, fitted heater, mats, absolutely unmarked and indistinguishable from new; £925; Radiomobile at present fitted available for extra £30.—Regularly serviced and recommended by Gordon Garage, Ltd., 141, Wellington Rd., St. John's Wood, N.W.8. Tel. Primrose 0015. (6022)

**S**TANDARD MISCELLANEOUS

**C**AR MART, Ltd.

**S**TANDARD 8 tourer, 1948, 1,000 miles; £595.

**S**TANDARD 12 1948 saloon, 9,000 miles; £835.

**S**TANDARD 12 1947 saloon, radio, 11,000 miles; £765.

**S**TANDARD Vanguard 1949 saloon, radio and heater, 10,000 miles, 6 months' guarantee.

**C**AR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

**C**ARS AUTO SALES, Ltd., Croydon-Purley area

distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088.

**T**ANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3.

## Standard Cars Wanted

**C**THE CAR MART, Ltd., wish to purchase Standard Cars.—150, Park Lane, W.1. Grosvenor 3434.

**R**SOWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**I**REQUIRE post-war Standard urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288.

**M**ARSTON MOTOR CO., Ltd., for you: Standard, Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15.

**T**IMMS MOTORS, Colnutt Rd., Putney, S.W.15. Cash buyers of Standard cars, all models.—Putney 8667.

**W**ANTED: 1939 Standard 8 tourer, good condition, reasonable price.—Lynton, Taylor's Hill, Godstone, Tel. Godstone 382.

**J**ACK OLDFORD, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242.

**C**A\$H buyers of low-mileage Standard 12s, 14s, Van Guards; distance no object.—Hattona, Lord St., Southampton. Tel. 2266.

**A**LBERT FARRELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28627-8.

**S**TARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gia. 2480. [0431]

## Standard Spares and Service

**S**& T SERVICE and spares for all models.

**M**ANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

**S**TANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maids Van 9114 (10 Park Lane). Tel. 2943. [0166]

**S**TANDARD spares and replacement units.—John Kay (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 2943. [0501]

**S**TANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 3413. [0408]

**B**ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6566, for Standard spares, sale and service.—209, Balham High Rd., S.W.12. Tel. 2943. [0522]

**R**EPAIRS and service for Standard and Triumph cars by the Standard Service—Kensington Garage, Highgate Gardens, N.S. Kensington 6190. [0294]

**S**TANDARD spares for all models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyth Bay (Tel. 5322). [0359]

**S**PARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5496. [0475]

**B**ROOKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimstady 561. [0255]

**L**ANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—38-43, Eden St., Kingston, Kin. 3151-4. [0286]

**S**TANDARD spares, large stocks.—Post your enquiries to Standard Motor Co., Northdown Rd., Margate, Margate 1182. [0372]

**K**. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray 4567-7-8. [0367]

**H**ALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months.—Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0002]

**S**TUDIEKAER

**A**CLAND & Tabor, Ltd., offer:-

**1937** 26hp Studebaker, fixed head coupe, overdrive, heater, new condition; £375. APPY—North Road Garage, Welwyn 481.

**CHARLES RICKARDS**, Ltd., the house of standing and repose.

**1937** Studebaker President saloon, black, fitted overdrive, excellent condition throughout; £475.

**56** Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [0549]

**1947** (Sept.) Studebaker Champion saloon 22hp, maroon, left-hand drive, genuine 10,000 miles, most attractive car; £1,350.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [0412]

**S**TUDEBAKER Commander 26hp 1939 saloon, steering column change, colour maroon, cloth interior, mileage only 28,000, air conditioning, radio, just refitted with new tyres; this car is in beautiful condition, looks as new in the interior, unmarked, the first car will purchase; the price is £685.—Dalwood Motors, Pincher Green, Middx. Pincher 670. [6608]

**Studebaker Cars Wanted**

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker, Wembley 3903.

**SUNBEAM**

**S**UNBEAM 24hp chassis, registered March, 1935, in good order all round, centre crash gear box, at present fitted with utility body, but would make ideal sports special; first £60 gets it.—Eltham 6240. [0325]

**S**UNBEAM 8s and 10s, 1938-9, smart example, nicely maintained, almost new hood and all-weather equipment; top-line engine, quite fast but economical, seven seats.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp sport, metallic grey, leather upholstered, radio and heater, almost spotless; £1,075.—Jack Rose, Ltd., Stamford Rd., Wallington, Surrey. Wallington 5677-8. [0138]

**C**AMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp Sportsman's saloon (February), flawlessly finished, grand grey, condition literally as brand new, maintained by one owner, very little use since new; £925.

**C**AMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp foursome drop head coupe 1940, very scarce model, only a few produced, delightful performance, all new.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe 1939, very pretty little car, moderate use only, tax half rate by previous owner, outstanding bargain; £495.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp sport, 1938, good order mechanically, but only fair, only fair; £395.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp sports 4-seater roadster 1939, original finish, nicely maintained, almost new hood and all-weather equipment, top-line engine, quite fast but economical, seven seats.

**C**AMDEN MOTORS.—Sunbeam-Talbot 10hp sport, 1939, smart example, nicely finished, metallic grey, grey leather, lively engine, three seats. Goodyears; £395.

**C**AMDEN MOTORS, Ltd., Sunbeam-Talbot Specialists, 1st & 2nd Floor, Buzzard, Beds. Tel. 2381 & 5111. Write for our latest price list, which is fully guaranteed, used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchaser's fares. Easy and confidential hire purchase facilities, part exchange. [0375]

**S**UNBEAM-TALBOT

**T**OM GARNER, Ltd., offer:-

**1949** Sunbeam-Talbot 80 saloon black with brown leather, 9,000 miles.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [0581]

**R**. F. FUGGLE, Ltd., offer:-

**1948** (Nov., '47) 2-litre Sunbeam-Talbot saloon, one owner, 8,000 miles, most excellent condition; £995.

**1947** 2-litre Sunbeam-Talbot tourer, genuine mileage, 8,885, in every way equal to new; £995.

**B**USHEY Heath, Herts. Tel. 1665. [0581]

**H**. A. SAUNDERS, Ltd., offer:-

**1947** Sunbeam-Talbot 10 sports saloon, one owner, metallic grey; £745.

**H**. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho) Corner. Hillside 0024. [0594]

**A**CLAND & Tabor, Ltd., offer:-

**1948** Sunbeam-Talbot 10 4-dr. saloon, 16,000 miles; wireless, grey, immaculate; £975.

**A**PPLY—North Road Garage, Welwyn 481. [0581]

**1939** 10hp Sunbeam-Talbot open 4-seater; £400 or offer.—Tel. Fer. 6900. [0581]

## SUNBEAM-TALBOT

**W**ARWICK WRIGHT, Ltd., offer:-

**1949** Sunbeam-Talbot 90 saloon, silver green, beige leather, 2,000 miles; £1,350.

**1949** Sunbeam-Talbot 10hp drop head and drive, grey, 7,000 miles; £1,139.

**1949** Sunbeam-Talbot 80 saloon, satin bronze, leather, 6,000 miles; £1,250.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [0161]

**M**ESES & MESES, Ltd. (Est. 1893), offer:-

**1946** (late) Sunbeam-Talbot 10hp de luxe 4-door saloon, grey, leather upholstery, to match coachwork, mechanical condition and tyres excellent; one owner; £695.—The Broadway, Mill Hill, N.W.1. Tel. Mill Hill 2040. [0162]

**G**ORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10hp, Belgrave.

**G**ORDON CARS (LONDON), Ltd.—1946 Sunbeam-Talbot 10hp, Belgrave.

**G**ORDON CARS (LONDON), Ltd

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Sunbeam-Talbot Cars Wanted

**R**OWLAND SMITH'S, the Sunbeam-Talbot buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. **C**ASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object—Huttons, Lord St. Southport. Tel. 2268. [1602]

**C**ARLTON RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars—56, Baywater Rd. W.2. Paddington 1820. [15854]

**C**RIPPS of Nottingham, urgently require all recent models Sunbeam-Talbot cars—R. Cripps & Co. Ltd., Sunbeam-Talbot Distributors, Parliament Street, Nottingham. Tel. 45558. [16462]

**C**AMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers, in good clean condition, 1938-40 and post-war; write, call or tel. stating price required.

**C**AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Tel. 2381 & 3115. [14603]

**B**IRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [10069]

**Sunbeam-Talbot Spares and Service**

**A**RMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874]

**C**ROYDSON's Sunbeam-Talbot spares specialists—Manton Motors, Ltd., 25-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [10519]

## TALBOT

**R**F FUGGLE, Ltd., offer:—

**1936** 105 Talbot Speed sports saloon, in supremely excellent condition: £295.

**1935** Long 75 Talbot 6-light saloon, equal to the above: £395.

**B**USHET Heath, Herts. Tel. 1685. [15818]

**1935** Talbot 75 Airline saloon, blue with blue headrest, 75 bhp, excellent condition: £240. Warre. 4486.

**1934** Talbot 105 black saloon, taxed, insured, good condition, smart appearance; nearest £175.

**1935** Stoppo. 136. Pavilion Rd., S.W.1. Slo. 2782. [15883]

**1935** Talbot 18hp de luxe saloon, in very exceptional condition throughout: £295. G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse 4486. [1488]

**£190** or by instalments. Talbot 14hp sports saloon, 1934; 3 months written guarantee: £190. Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [16604]

**1938** 3-litre Talbot 4-door saloon, in gunmetal grey, excellent appearance, manual gear box, any 1938: £445. Jack Rose, Ltd., Stafford Rd., Wallington. Surrey. Wallington 6677-8. [15157]

**1937** Talbot 75 saloon de luxe, grey, green leather. 46,000 miles, one owner, exceptional throughout: £420. Vandervells (Buyers of used cars) 215, Haverstock Hill, N.W.3. Primrose 4441. [13707]

**TALBOT** 95, 1935. Darracq swb—back body, chrome waistband, four nearly new tyres, engine, gearbox and radiator completely overhauled; space wanted; offers—Tel. III. 1754. 2. Duncroft-Gidns, Ilford. Essex. [16485]

**325 gns.**—Talbot 10, 1938 model, four-door drop head 2.5 coupé, black, blue leather, wheel discs, excellent condition; terms, exchanges, list: open 9-7 week-days 10 days—Huttons, Lord St. (Hampstead Tube). Hampstead 6041. [16297]

**TALBOT** 105 special tourer 1937 model taxed ready for road—£200 mechanical overhaul just completed; favourable price to purchaser offering pre-war Ford 8 or 10 in part exchange.—Letters, W. Morris, Little Chimney, Woodhouse Lane, Holmby St. Mary, Surrey. [17559]

**WALTER SCOTT, Ltd.**—1937 (May) Talbot Sport 105 saloon, black, beige hide. 35,000 miles only, synchromesh Andre telecontrols and many other extras, looks and runs as new: £295. 39. College Crescent, Hampstead, N.W.3 (28½ins Cottage Tube). Princes 5914. [19785]

**ONE** of the much sought after genuine speed model 105 Talbot 20.9hp sportsman's 1937 model saloon, four doors, sliding sunshine roof, low swept tail, large front boot, aluminium rustproof, hand-built coachwork, finished in the original and beautiful black and chrome, the interior in what must be considered to be the best quality leather, superbly fitted, carpeted floor, excellent fitted carpets and fawn grained real leather absolutely unmarked, built-in occasional tables, excellent finger-tip steering, extremely powerful 100% torque converter, hand-built alloy wheels, the steering column, built-in jacking system, four-speed selector gears, engine just received from workshop after extensive overhaul, including rebores (for the first time), 350 oversize and new pistons, valves reground, etc. The car has been driven only 1,000 miles since the overhaul was carried out and is now ready to run-in, in a car that will not fail to please the most discriminating owner, a high performance pedigree sports car that will last for years, tyre and battery as new; a genuine bargain: £395. 1. Bentley Rd., Manchester 21. Tel. Chertsey 1288. [16474]

**Talbot Cars Wanted**

**R**OWLAND SMITH'S, the Talbot buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [16041]

**Talbot Spares and Service**

**E**LECTOR gear box service; spare parts supplied: recommended specialists—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [10782]

## TRIUMPH

**1949** Triumph model 2000 Roadster.

**103**, New Bond St., W.1. Tel. Tel. Mayfair 8351-5. [16043]

**PHILIP RICKARDS, Ltd., offer:—**

**1949** Triumph 2,000 saloon, black/beige, 6,000 miles, perfect—4, Brick St., Park Lane, London. W.1. Gros. 4772/5. [15971]

## CAR MART, Ltd.

## TRIUMPH

**T**RIUMPH 2000 1949 roadster, 4,000 miles: £1,065.

**T**RIUMPH 1800 1948 roadster, 14,000 miles: £925. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [15939]

**N**EWNHAMS, Ltd.

**T**RIUMPH 1800 roadster, grey with blue, care-fully maintained.

**N**EWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [16402]

**S**UNMORE Car Sales.

**T**RIUMPH 2,000 d/h coupe, 10,000 miles.

**T**RIUMPH 1,800 razor-edge saloon, 11,000 miles.

**E**XCHANGER and terms—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southampton 1022. [16482]

**D**ICKS CAR SALES offer:—

**T**RIUMPH Dolomite drop head tourer some late enthusiast's car: £275.

**D**ICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [14485]

**T**OM GARNER, Ltd., offer:—

**T**RIUMPH 1800 razor edge saloon, black with beige leather, 3,000 miles only.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [15832]

**W**ARWICK WRIGHT, Ltd., offer:—

**T**RIUMPH 2,000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles: £1,250.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [16110]

**M**CKINNON MOTORS, Ltd., offer:—

**T**RIUMPH 2,000 razor edge saloon black, beige leather, 8,000 miles only, taxed Dec. £1,250.

**T**RIUMPH 1800 razor edge saloon, grey, grey leather, 7,000 miles only, taxed Dec. £1,215. [15833]

**C**ONFIDENTIAL extended terms; 6 months' guarantee.

**M**CKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tels. Wellington 3404. [15769]

**W**ANSTEAD MOTORS, Ltd., offer:—

**T**RIUMPH Roadster, green 2,000cc engine, 5,000 miles: £1,050.

**W**ANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [14977]

**G**. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [16279]

**G**UY SALMON AUTOMOBILES offer:—

**T**RIUMPH Roadster, nominal mileage, excellent condition: £875. Portsmouth 4875.

**M**ANN EGERTON & CO., Ltd., offer:—

**T**RIUMPH saloon, black with beige leather upholstery, radio, 8,000 miles.

**14** Berkley St., London, W.1. Regent 2073. [16023]

**D**J. SHEPHERD & CO. (Enfield), Ltd., offer:—

**T**RIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout: £395. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [14580]

**T**RIUMPH 1800 roadster, black, red leather, 6,000 miles: £1,050.

**G**EORGE NEWMAN & CO., 360, Euston Rd., N.W.1. Euston 4466. [16048]

**T**RIUMPH Dolomite 14hp saloon, nice condition: £395.

**C**OLES GARAGES, Worle Rd., Wimbledon, S.W.19. Tel. Wimbledon 5610. [16092]

**G**ORDON CARS (LONDON), Ltd.—1949 Triumph 2,000 saloon, grey, 8,000 miles. Below.

**G**ORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, black, 812 miles only, definitely new condition. Below.

**G**ORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, rust, 11,900—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [16172]

**D**ROP head coupe Triumph 14hp, 1948, a superbly smart and well-maintained car, small mileage: £875.

**W**ADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [15807]

**1948** Triumph 1800 Roadster, black with two upholsteries, genuine 8,000 miles as new: £895.

**J**OHN CAMPBELL MOTORS, 415 Holloway Rd., N.7. North 4441. [16483]

**1938** Triumph Dolomite 16hp black saloon: £350. Fitch, 5, Rosemary Rd., Clacton-on-Sea. Tel. Clacton 5. [15784]

**£155**—1935 (October) Triumph Gloria, 16hp, roomy saloon, sunroof—19, Holmwood Ave., Herne Hill (Brixton 6341). [16399]

**A**RCHE SIMONS & CO., Ltd.—1949 Triumph razor edge saloon, 10,000 miles only as new: £1,050—94, Portland St., W.1. Lan 1343. [15919]

**T**RIUMPH Roadster, 1949, 10,000 miles, immaculate condition: £1,050. British Service, Ltd., 55, Wardes Sq., London, W.8. West 2, 2269. [16055]

**1949** Triumph 1930 saloon, in most exceptional condition throughout—Colin Haines, 16093, 30a, Bourdon St., W.1. Mayfair 2338. [16093]

**1949** Triumph 2,000 roadster, champagne, 5,000 miles, absolutely immaculate: £995. Warre. 47, Hillside Rd., Northwood, Middx. Tel. 1386. [15993]

## TRIUMPH

**1949** Triumph Roadster 2000 model, 5,000 miles.

**L**ittle Hampton Court, W. M. Mayfair 4371. [16061]

**1949** (June) Triumph roadster, black, green uphol-

ster, wireless, tax year, small mileage: £850.

—Wyman, Acorn 1935, 61, Gunnersbury Lane, W.5. [15702]

**1946** Triumph razor-edge saloon, registered 1943.

**L**td. 111-112, Addiscombe Rd., Croydon. Addiscombe 5080. [15934]

**1939** Triumph Dolomite 14hp 4-light saloon: £395.

—Albemarle Motors, Ltd., Crown Garage, Albany St., adj. Barracks, N.W.1. Tel. Euston 6507 and 1920. [16099]

**1946** Triumph 1800 Roadster, excellent condition.

one owner, grey metallic finish, grey leather uphol-

stery, low mileage, immediately available: £650.

Tel. Wimbledon 5072. [15984]

**1939** Triumph Dolomite 14hp 4-light saloon: £395.

—K. Henry, Ltd., 63-65 Great Portland St., W.1. Langham 5635 and 5954. [15335]

**1948** roadster 1800, grey, blue hide upholstery.

low mileage, exceptional condition: £885.

H. A. Saunders, Ltd., 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [16145]

**1949** 2000 type saloon, grey, grey hide uphol-

stery, 2,000 miles, one careful owner: £1,150; ex-

changes, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays 4274. [16051]

**1949** Triumph open 4-seater tourer, acciden-

tal damage, 2,000 miles, copier brown, as new: £875-69.

Stanhope Ave., Streatham Hill, S.W.2 (1 minute Streath-

am Hill Station). Tulse Hill 6464. [16577]

**1949** Triumph 2,000 saloon black, fawn leather.

16,000 miles, one careful owner: £1,150; ex-

changes, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays 4274. [16051]

**1937** Triumph Gloria open 4-seater tourer, acciden-

tal damage, 2,000 miles, two carburetors, 2270, Mason 3.

The Downway, Sutton, Surrey. Vigilant 1249. [15377]

**1947** Triumph 1800, razor-edge, very carefully

used black, fawn leather upholstery, small mile-

age and indistinguishable from new: £875-Taylor:

Motors 54a, Selborne Rd., B. Crodon Green 5470. [16047]

**1938** Triumph Vitesse 14-60, excellent condition

and engine, stored 3 years then basic only;

never flogged; reason for sale: F.A.N.Y. owner-drive-

going abroad; £500 or near offer: no dealers.—Whitebox

Rd., H.yle, Cheshire. [15860]

**1949** Triumph Dolomite 14hp, completely recon-

ditioned throughout, bodywork resprayed in

Westminster green; all chromium parts replaced, am-

azing condition, h.p. if required: £1,050. Gates, 74, Stanley

Rd., H.yle, Cheshire. [16082]

**82** gns.—Triumph 1800, June 1948, roadster, gun-

metal type, blue leather, heater, Wind-tone horns,

good type, one careful owner, exceptional condition;

terms, exchanges, etc.; open 9-7 week-days and Sun-

days.—Rowland Smith, Hanworth (Hampstead Tube).

Hampstead 6041. [16298]

**£495** 1940 Triumph Dolomite saloon de luxe

fantastically true condition, whole vehicle looks like brand new, only

one owner since new; reluctantly forced to sell, the most

exceptional car in the country to-day, hire purchase,

3 months' guarantee: £875. 1. Bentleigh, Ilford. [16271]

**AMBS** of Wood Green, Caxton Rd., N.22. Bowes

L Park 4144. [16271]

## Triumph Cars Wanted

## C

## M

**T**HE CAR MART, Ltd., wish to purchase Trium-

phs—320, Euston Rd., N.W.1. Euston 1212. [15974]

**R**OWLAND SMITH'S, the Triumph buyers—Hamp-

stead High St. (Hampstead Tube). Ham. 6041. [16041]

**M**ARSTON MOTOR Co., Ltd., for your Trium-

phs—Tel. Sta 6000 Seven Sisters Rd., Tottenham. [16182]

**C**ASH buyers of low-mileage 1800 and 2000 Triumphs;

distance no object—Huttons, Lord St. Southport. Tel. 2268. [16040]

**T**RIUMPH Spares and Services

**S**&**T** SERVICE and spares for all models.

**M**ANUFACTURERS' largest stockists in Britain of

Standard and Triumph spares and service exchange

**S**ANDARD & TRIUMPH SALES, Ltd., London Distri-

butors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [15979]

**N**EWNHAMS, Ltd.

**T**RIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnhams House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [15353]

**B**ASIL ROY, Ltd.—Triumph spares complete stock

wholesale and retail—161, Portland Place, S.W.1

Langham 7735. [15975]

**T**RIUMPH spares for all mid-war models: largest

wholesale stockists—Hillingdon Automobiles, Ltd.,

Hillingdon (Te 3322); Tel. 4646; and Prince's Auto, Colvn

Bay (Te 5535); Tel. 4646. [15935]

**R**ESTORE power, performance and improve petro-

consumption by replacing your worn camshaft; new

camshafts available for all ohv models—S. A. Coles

Ltd. 364-368, H. St. Leyton, E.10. [15342]

**UTILITY CARS**

**W**ILLYS Overland Jeep with new Utility body, good

mechanical condition: £300.

**G**EORGE NEWMAN & CO. 369, Euston Rd., N.W.1. Euston 1212. [16049]

**1948** Birstow utility de luxe, recirculated, one

superb condition, guaranteed: £495.

**G** WILKIN, Ltd., 1 Weston Park, Kingston-on-

Thames, K.n. 2241. [16132]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

UTILITY cars for every purpose and purpose.

**£60**—Sunbeam 24hp, in good order, crash gear box, good sound body, suit enthusiast.  
**£145**—1946 registered Humber station wagon, 4-door factory made body, good runner but untidy.

**£255**—Hillman 1945 estate car, fold flush seating, finished in grey and chrome, high body suitable for gown trade.

**£325**—Unregistered Ford V.8 station wagon, 4-door ash body in natural wood grain, seating for 8 on seats at this fantastically low price owing to seizure for outstanding debt.

**£120**—1940 Chevrolet long chassis box van, civilian model, not ex-W.D., very smart; cheap to clear; exchanges and terms arranged.—Eltham [526] 6240.

**1947** Fordson Utility, wooden body, 17,500 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [6138]

**BRADFORD** six-light, 1½ ton, delivered December, 1948, small mileage, carefully used, £450; also lorry fitted framework for tilt, £375.—Buntingtons, Harrow [506]. [526]

**1948** (December) Bradford Utility, blue, 9,500 miles, 3 months' guarantee; £475.—Goliath Cars Ltd., 94 North Side, Wandsworth Common, S.W.18. Battersea [6004].

**1949** Fordson 10hp Utilicar estate car, passengers' seat and flat van floor, low mileage, exceptional condition.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Tel. 0011. [6147]

**HUDSON** shooting brake, 1938, Terraplane, comodious body, coachwork and mechanically in first-class order; £55.—Hayes Estate Agent, Elmley Castle, Pershore. Tel. E. Castle 246. [6445]

**HAROLD RADFORD & CO., LTD.**, specialists in first-class wooden metal-panelled shooting-brakes, all-metal Marlin dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642.

## UTILITY CARS WANTED

**ROWLAND SMITH'S**, the Utility car buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993] cash buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [10807]

## VAUXHALL 10

**VAUXHALL** 10hp de luxe saloon, black, run only nominal mileage, 35-40 m.p.g., oil consumption nil, one owner; £615.—Robbins, East Putney. Tel. 5687. [5481]

## VAUXHALL 12

**1947** Vauxhall 12 saloon, very clean; £625; 1938 Vauxhall 14 saloon; £350.

**FERRARI OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5508]

**£395**—Vauxhall 12 1938 sun 4-dr. sliding roof, original cellulose, excellent condition throughout; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6. (Soyds Holland Park Tube Station.)

**1947** Vauxhall 12 saloon, black, brown cloth, perfect condition; £615.—Corbett & Taylor, 22 Conduit Mews, W.2. Amb. 6049. [6062]

**1948**, June, Vauxhall 12 black saloon, under 6,000, showroom cond.; offers.—Write for appointment to view, H. S. Anand, 38, Princes Gate, S.W.7. [5733]

## VAUXHALL 12 Wanted

**A** LL Vauxhall 12 models urgently required, including 1939, 1946, 1947 and 1948. Corlett & Taylor, 22 Conduit Mews, W.2. Amb. 6049. [2472]

## VAUXHALL 14

**DICKS CAR SALES** offer:-  
**1939** Vauxhall 14hp saloon, just resprayed; £425.

**DICKS CAR SALES**, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [1949]

**WADDINGTON MOTORS** Ltd. offer:-

**1948** Vauxhall 14 saloon, condition as new; £775. Fortune Green Rd., N.W.6. Ham. 2211. [14976]

**£145**—1934 Vauxhall 14 foursome drop head tax-free, good runner, taxed.

**RAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. [16358]

**6616** miles, 1947 Vauxhall 14, black with brown leather, condition as new; £825.—W.G. King, Bishops Lydeard, Taunton, Som. [5746]

**1939** Vauxhall 14, immaculate condition; £435.—Colindale Service Station, 155, 157 and 159 Edware Rd., N.W.9. Tel. Colindale 6122. [5996]

**1938** Vauxhall 14hp touring saloon, superb condition, choice of two; £345.—Barnes Garages, 315, Finchley Rd., London, N.W.5. Hampstead 5155. Tel. 1627. [6353]

**VAUXHALL** 1938 14hp, recent overhaul £55, 4 tyres, taxed December, clean and good car; £250 or offers.—Hilman, Nym. Manor Farm, Northaw, Potters Bar. Tel. Cuffley 2437. [6413]

**1935** Vauxhall 14, new tyres, battery, carburetor wiring overhauled, excellent condition; bar-gain, £195.—Apply after 12 noon, Saturday, S. Hanson, 9, Farlow Rd., Putney, S.W.15. [5864]

**1936** Vauxhall 14, original coachwork excellent whole car sound and well maintained, all accessories good condition, tyres good, 30mpg, trials any time.—Major Herrychurch, Burntwood Farm, Liss. Walden, Saffron Walden, Essex. Tel. Saffron Walden 2376. [6616]

**VAUXHALL WYVERN & VELOX**

**CAR MART**, Ltd. VAUXHALL Velox, 1949, radio, 8,000 miles; £865.

**VAUXHALL** Velox 1948 saloon, 5,000 miles; £825.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5940]

**PRIDE & CLARKE**, Ltd. 1949 Vauxhall Wyvern, 12,000 miles, extras; £795; terms 24 months.—Stockwell Rd., S.W.9. Bri. 6251.

## VAUXHALL WYVERN &amp; VELOX

**H. A. SAUNDERS**, Ltd., offer:-

**1949** Vauxhall Velox, blue with brown leather up-holstery, 5,203 miles; £895.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., North Finchley, 100 yds north of Tally Ho Corner, Hillside 0024. [5965]

**PHILIP RICKARDS**, Ltd., offer:-

**1949** Vauxhall Wyvern saloon, black, 4,000, per-fect.—4, Brick St., Park Lane, W.1. Gros. 4772/5. [19973]

**ACE SERVICE STATION** (LONDON), Ltd.

**8000** miles.—1949 Wyvern saloon, fitted radio and heater; £85.

**NORTH CIRCULAR** Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines).

**ACE SERVICE STATION** (LONDON), Ltd.

**14000** miles.—Oct. 1949 Velox saloon, fitted radio and heater; £85.

**NORTH CIRCULAR** Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines).

**1949** Vauxhall Velox, grey, mileage, 8,000; £865.

**1949** Vauxhall Wyvern (26/11/48), black, 5,000 miles; £825; trade enquiries welcomed.

**H. C. PAUL**, 32, Bruton Place, Berkeley Sq., W.1. May. 6212/2. [6120]

**1949** Velo Alpine green, in perfect original condition, 7,000 miles only, fitted heater; £945.

**HILLDING MOTOR**, 325-7, Long Lane, Western H. Ave., Hillingdon. Tel. Uxbridge 412. [4983]

**WYVERN** (November, 1948), black, immaculate throughout; £825.—Campbell Symonds, Wembley 6262. [5812]

**1949** series Vauxhall Velox, one owner, black, radio unused, black.—Autowork, Ltd., Winchester. Tel. 4834. [5988]

**1949** Vauxhall Wyvern, 3,000 miles.—Martin's Lane, W.C.2. Tel. 3588. [6192]

**1949** Vauxhall Wyvern, black, 11,000 miles; £850. Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6552]

**6000** miles.—1949 (May) Vauxhall Wyvern saloon, Ernest Sutton Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [6385]

**1949** Vauxhall Velox black saloon, 9,000 miles only, one owner, top, terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5429]

**1949** Wyvern saloon, green, fawn upholster, low mileage, loose covers, one owner; £845.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [16148]

**VAUXHALL** Velox 1949, black, radio, heater, 10,000 miles, one owner, license exp. 1950, immaculate condition; £850.—Prescott, Greenedge, Prestwich. Tel. 8537. [6412]

**1949** (March) Vauxhall Velox saloon, black, brown leather, 11,000 miles, as new throughout tax year, one owner from new; £825; terms, exchanges.—Tel. Amherst 2000. Fanfare Motors, 99-115, Clarence Rd., London, E.5. [5668]

**VAUXHALL** 25

1938 Vauxhall 25hp cabriolet, cream coachbuilt, lovely car, radio open to A.A., R.A.C. inspection; offers over £850.—Trevor, Hawe, Hawe, Bury Ridge, Bucks. Tel. Radnage 363. [15736]

**£275** 7 years, except. cond.—Great Western Motors, Ltd., 6-8, Bishop's Bridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5920]

**LIMOUSINE**, 1958, double enclosed, long 25hp, leather upholstery, exceptional throughout. £890.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [6229]

**VAUXHALL MISCELLANEOUS**

**S** SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [10017]

**£285**—Vauxhall 25hp de luxe sun saloon, black with blue leather, really exceptional condition, below.

**£225**—Vauxhall 20 1936 sun saloon, blue with blue leather, most carefully maintained, excellent condition.—K. J. Morris, Bromley, Kent. Ram 3456, 7, 8 & 9. [15460]

**HAMILTON MOTORS** (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

**1949** Velo, 11,000 miles, perfect condition.

**1949** Velo, 14,000 miles, as new throughout.

**1947** Vauxhall 14, body unscratched, first-class mechanical condition.

**1939** Vauxhall 25hp saloon, very smart appearance, mechanically sound throughout.

**ALWAYS** a good selection of used Vauxhalls in stock, including latest models. [5968]

**VAUXHALL** and other makes of used cars in good condition, let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [10039]

**GRAHAM BROTHERS** (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [10283]

**Vauxhall Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Vauxhall cars.

T—150, Park Lane, W.1. Grosvenor 3434. [10975]

**R** OWLAND SMITH'S, the Vauxhall buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994]

**P**RIDE & CLARKE, Ltd. 1949 Vauxhall Wyvern, 12,000 miles, extras; £795; terms 24 months.—Stockwell Rd., S.W.9. Bri. 6251.

## Vauxhall Cars Wanted

**S** SHAW & KILBURN Ltd., Vauxhall main dealers.

**W**ILL purchase modern Vauxhall cars.

**114** Wardour St., W.1. Gerrard 4363. [10017]

I Rd., S.W.16. Tulse Hill 1288. [10117]

**SIMPSON'S MOTORS** (WEMBLEY), Ltd., wish to

purchase all models Vauxhall, Wembley 3903. [10029]

**BROADWAY MOTOR** Co., Ltd., Vauxhall 10, 12 and 14hp Liberty 2494. [10030]

**CASH** buyers of low-mileage Wyvern and Velo Vaux-

halls; distance no object.—Hattons, Lord St. Southampton 2288. [10031]

**7-SEATERS** private Limousines required, cash wanted.

—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [10032]

**VAUXHALL** 1939 to 1947 14hp J type saloon, also a

1939-40 10hp.—Write K. 35, Kingston Hill, Surrey Tel. Kin. 3116; after six, 2249. [10033]

**MODERN** low-mileage Vauxhall 10, 12 and 14hp can

urgently wanted; write or call.—Golly's Garage Ltd., 111a, Earl's Court Rd., S.W.5. Frobisher 0629. [10034]

**CAMDEN MOTORS** require to purchase Vauxhall 10, 12 and 14hp, in good clean condition; write, call or, stating

price required.

**CAMDEN MOTORS**, Ltd., Lake St., Leighton Buzzard. Tel. 2581 and 3115. [10035]

**HAMILTON MOTORS** (LDN.), Ltd., Vauxhall main

dealers, urgently require Vauxhalls of all types.

466-490, Edgware Rd., London, W.2. Call, write or phone Paddington 0022. [10036]

**Vauxhall Spares and Service**

**BROADWAY MOTOR** Co.

**WE** specialize in service replacement units for Vau-

hall 10, 12 and 14hp, etc.

**GEARBOXES** differential units, front wheel drive.

units with complete stocks of Vauxhill spares.

**RROADWAY MOTOR** Co. 3-13, Russell Rd., Wimble-

don, S.W.19. Liberty 2494/5. Stores: Liberty 6368. Grams: Autospare Wimble, London. [10037]

**CAC** exchange service.

**Li** rebuilt Vauxhall/Bedford assemblies exchanged

at manufacturers' rate, fair trade margin charged.

**COMPLETELY** rebuilt and tested Vauxhall/Bedf

ord electrical components, dynamos, starters, distri-

butors, etc., exchange at 50% manufacturers' list price.

**CROYDON AUTOMOBILE** Co., Ltd., main dealers for

repairs to your Vauxhall or Bedford, Bedford House, Croydon. Tel. Thornton Heath 2776. [10038]

**FOR** Vauxhall mudguards, running boards, 1953-54. Tel. Brooks, 85, Queen's Rd., Brighton. [10039]

**EIGHAM MOTOR** Co. for Vauxhall cars, spares, etc.

**EIGHAM** 14, Vauxhalls, all models, brand new, just

arrived from factory.

**TRIANTON**, Aerodrome Rd., Watford Way, Hendon N.W.4. Hendon 7605. [10039]

**BROMLEY & DISTRICT**—Consult Davis & Hill, Ltd.

**B**romley & District—Spares and service station.

**BROMLEY COMMON**—Ravensbourne 2634. [10039]

**K. J. MOTORS**, Ltd.—Replacement engines and va-

rious stocks of all spares and accessories available for

immediate delivery.—137/149, Widmore Rd., Bromley Kent. Tel. 3456-7-8-9. [10039]

**VETERAN CARS**

**R** etc. for sale.

**ELMHAMS**, Veteran Car Specialists, Surbiton Rd., W.2. Surbiton Elmbridge 1757. [10039]

**VINTAGE CARS**

**M**ODEL T Ford, 1918, now being rejuvenated.

**for** sale.—Inquiries to Marlborough Garage, 15, Abbey Rd., St. John's Wood. Tel. 9887. [10039]

**£95**—1934 Rolls-Royce Silver Ghost coupe by Park

designed and built 1935-1949; one owner, complete and original; seen—c/o Barnes, 36a, Leigham Lane, Streatham, S.W.16. [10039]

**VOLKSWAGEN**

**C 261**—Sole distributors for Great Britain. Sales

service and spares. [10039]

**WILLYS**

Willys saloon, 16hp, finished in green, full

6-seater interior, immaculate, bodywork per-

fect, 25 mpg, ideal car for business and pleasure.

£355.—M. B. Motors, 336, New Cross Rd., London S.E.4. Tideway 5779. [10039]

**WOLSELEY**

**E**USTACE WATKINS, Ltd., the London Wolseley dis-

tributors and official service station, offer the finest

facilities when selling used cars.

**1948** Wolseley 16hp saloon, black, brown leather upholster, one owner, in excellent condition.

**1947** Wolseley 18hp saloon, black, with brown leather upholstery, one owner, very carefully used.

**1947** Wolseley 12hp saloon, black, brown leather upholster, one owner.

**1946** Wolseley 14hp saloon, black, brown leather upholster, excellent condition, carefully used.

**LOW** mileage Wolseleys are scarce, should your mode-

not be in stock put your names on our used car

register for early notification.

**EUSTACE WATKINS**, Ltd., 12, Berkeley St., W.1. [10039]

(May 1951), and 12, Chelsea Manor St., S.W.3. [10039]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## WOLSELEY

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Wolseley 18hp saloon, colour black, brown leather upholstery, excellent motor car; £775.

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside [5044]

**CAR MART, Ltd.**

**WOLSELEY**, 1949 Four-Fifty saloon, 6,000 miles; £1,195.—**Car Mart, Ltd.**, 150, Park Lane, W.1. Grosvenor 3434.

**CAR MART, Ltd.**

**WOLSELEY**, 1949 Six-Eighty saloon, 6,000 miles; £1,295.—**Car Mart, Ltd.**, 320 Euston Rd., N.W.1. Euston 1212. [5942]

**SIMPSON'S MOTORS** offer:—

**1938** Wolseley 18, coachwork and interior very good, sound mechanically; £360.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 3905. [6117]

**LAWRENCE AUTOMOBILES** offer:—

**1948** Wolseley 18 saloon, 14,000 miles, immaculate; £1,050.—Portsmouth Rd., Thames Ditton, Emberstock 5551-2-5.

**LLAN TAYLOR MOTORS, Ltd.** offer:—

**1938** Wolseley 25hp saloon; £275.

**HIGH ST. WANDSWORTH, S.W.18** Tel. Vandyke 6431. [5393]

**1938** Wolseley 25hp limousine leather, negligible mileage.

**G ALFREDS & CO. LTD.**, 6-7 Warren St., W.1. Euston 3268.

**1939** Wolseley 12 saloon, black, in first-class condition; £495.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gis 2254. [5601]

**1940** Wolseley saloon de luxe, black, green, exceptionally good condition, good chassis; £525.

**MACADEL MOTOR**, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [5502]

**1938** Wolseley 14hp saloon, black, brown leather, carefully maintained by one owner; £425.—Below.

**1937** Wolseley 25hp 4-door saloon, one owner, terms, mileage under 40,000, chauffeur kept, and in outstanding condition in every way; £395.—Vanderwells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2671]

**BEARIS**, of Kingston, Wolseley distributors.—Sales and repairs—102, London Rd., Kingston Tel. 3348.

**259** gns.—1937 Wolseley 14 saloon, also 1936 ditto, 1935—Autosnips, 5, Balham High Rd., Balham 1503. [5167]

**£350**.—1936 Wolseley 18 saloon de ville, black, brown hide, recent reconditioned engne, etc.

**RAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. [6351]

**L DOVE** offer 1937 Wolseley 14, very nice condition; £395.—69, Broadway, Wimbledon, S.W.19. [6165]

**1938** Wolseley 12 de luxe saloon, excellent; £395.—Spares—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6306]

**1949** Wolseley 6/80 saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6196]

**1949** (April) Wolseley 6/80 maroon, 5,000 miles, present; offers £4-200.—Bashford, 48, Durham Rd., Wimbledon, Wim. 2396. [6469]

**1947** Wolseley 11 saloon, black, in immaculate condition; £825.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham 2254. [6124]

**GORDON CARS (LONDON) LTD.**, 1946 Wolseley 18 saloon, green, particularly attractive.—Gordon House, 3, Euston Rd., N.W.1. Euston 6611. [6174]

**395** gns.—Wolseley 14/60, Sept. 1939, de luxe 4-door saloon, black, sliding head, brown leather, one owner; terms, exchanges.—Rowland Smith, below:—

**175** gns.—Wolseley Hornet Special 1934 model. [6186]

**1947** (condition: £825).—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham 2254. [6124]

**GORDON CARS (LONDON) LTD.**, 1946 Wolseley 18 saloon, green, particularly attractive.—Gordon House, 3, Euston Rd., N.W.1. Euston 6611. [6174]

**395** gns.—Wolseley 14/60, Sept. 1939, de luxe 4-door saloon, black, sliding head, brown leather, one owner; terms, exchanges.—Rowland Smith, below:—

**225** gns.—Wolseley 14, 1936 de luxe 4-door saloon, black, sliding head, brown leather, Easyclean wheels, very good condition; terms, exchanges.—Rowland Smith, below:—

**365** gns.—Wolseley Super 6, 1938, 25hp de luxe 4-door saloon, green, sliding head, green leather, excellent condition; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead tube), Hampstead 1500. [6299]

**RIPCO, Ltd.**, offer: 1947 Wolseley 6/80 saloon, one owner, 3,000 miles, leather upholstery; £1,285.

Ripco, Ltd., 18, Albermarle St., W.1. Regent 2952-4. [6010]

**1946** Wolseley 8, 20,000 miles, leather, radio, also fully unmarked; £565.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1514. [6331]

**1937** Wolseley 14/56 saloon de luxe, finished in black, brown leather upholstery; £285.—Tarkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051.

**1939** Wolseley 14 saloon, tax year, fitted wireless, new tyres, in first-rate condition throughout; £475.—Archway Garage, 120a, Walmer Rd., W.10. Park 7271. [6070]

**1939** Wolseley 21hp saloon, black with blue leather, recently fitted new engine; £425.—Peter Bantock Car Sales, 37-39, King St. Parade, Twickenham, Petersgrove 7447. [5189]

**1937** (June) Wolseley 18/80 saloon, genuine mileage 44,000, one owner, excellent order throughout; £325.—Frank & Wagstaff, Ltd., 3-5, Crouch End, N.8. Mountview 4401. [5377]

**1946** Wolseley 14hp saloon, black, and brown leather, excellent condition throughout; £275.—Bermondsey Service, Ltd., 10, Bermondsey High St., London, S.2. Bermondsey 0136-7-8. [5484]

**1938** (9) Wolseley 12 saloon, black, brown leather, reconditioned engine fitted recently, bargain at £365; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [6345]

## WOLSELEY

**1949** 4/50 Wolseley 4-door saloon, guaranteed and out, taxed half rate and unused this year.—Jack R. Add., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5153]

**£425**.—1939 Wolseley 10 de luxe saloon, practically indistinguishable from 1947 model, body work immaculate, interior excellent, bills available for £85 spent overhauling this vehicle recently, the finest we have offered, hire purchase, exchanges; 3 months' guarantee.

**LAMBS** of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [6268]

**1948** Wolseley 14/56, double enclosed, 21hp, 7-seater, leather, black, delightful condition; £585.—Below.

**LAWRENCE**, 1946, 25 1936 chassis, black, 21hp, 7-seater, £1,000; genuine 11,000 miles, immaculate, meticulously maintained, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [6228]

## Wolseley Cars Wanted

**R** SOWLAND SMITHS, the Wolseley buyers.—Hampton High St. (Hampton Tube) Ham 6041

**E** USTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

**USTACE WATKINS**, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Cheltenham Manor St., W.3 (Pimlico 4889).

**SELL** your Wolseley to us; good cars urgently wanted.

All models—Offord, 67 George St., W.1. Wel 6899.

**WANTED**, Wolseley 25 1936 chassis and other spares.—Houghton, 5/8, Bradford Rd., Gomersal, Leeds. [6473]

**WANTED**, 1938/39 Wolseley 12hp saloon.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441.

**JACK ROSE**, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4928]

**WEBBIDGE AUTOMOBILES**, Ltd., the Wolseley distributor, urgently require late-type Wolseley cars.—Tel. Weybridge 233.

**CASH** buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hatton, Lord St., Southport. Tel. 2268. [5278]

**LAKES**, Wolseley distributors, will purchase any old Wolseley car.—110, Bond St., London, W.1. Royal 6622. [1773]

**1939** Wolseley 25hp series 3 seven-seater limousine, R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [1764]

**1938** Wolseley 21hp Wanted, sound mechanically, reasonable cost.—Letters:—Robertson, 26, Sunny Hill, Hendon, N.W.4. [5278]

**7-SEATER Limousine**, 1935/20hp, also 25hp Series 3. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [5277]

## Wolseley 6/80 Cars Wanted

**C** M THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. [10721]

**W. JACOBS & SON**, 150, Park Lane, W.1. Grosvenor 3434. [10722]

**WOLSELEY Spares and Service**

**W. JACOBS & SON**, 150, Park Lane, W.1. Grosvenor 3434. [10722]

**W. JACOBS & SON**, 150, Park Lane, W.1. Grosvenor 3434. [10722]

**THE CAR MART**, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Grosvenor 3434. [10722]

**WOLSELEY** sales and service.—Ramsay Motors, Ltd., 242-246, High St., Barnet 3240.

**FOR** Wolseley mudguards, running boards, 1935-40, Brooks, 85, Queens Rd., Brighton. [1096]

**FOR** Wolseley service consult the Wolseley specialists.—W. T. Mason & Co. 2, Ley St., Ilford. [10473]

**ROSE & YOUNG**, Ltd., offer 1938/39, Bedford 20-seater, 10/10 hp cars, 1938 onwards, wanted.—Fuji details to Jennings Bros. Motors, Ltd., Sutton Coldfield. [10734]

**PRIDE & CLARKE**, Ltd., offer immediate cash payment for old cars, make and model, identification by reg. no.—158, Stockwell Rd., S.W.9. Bus. 6251. [10734]

**RAYMOND WAY**, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maid 6004 (10 lines). [2006]

**NATIONAL CREDIT**, Ltd., are cash buyers.—Austin 10, Flat, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley 25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347]

## MISCELLANEOUS CARS

**J. DAVY**, guarantees:—

**1946** Austin 16, excellent condition; £695

**1948** Ford Prefect, leather upholstery, as new; £595.

**1948** Vauxhall 14 saloon, new condition; £785.

**1947** Austin 10, one owner, 9,000 miles only; £695.

**1948** (October) Austin 16, green, radio, 10,000 miles only; £950.

**1946** Jaguar 1½-litre, black, 17,000 miles; £835.

**1934** Minx Club saloon, 26,000 miles; £295.

**AUSTIN**, 10, April 1937, Cambridge de luxe saloon, black/brown leather, 42,000 miles; £395.

**FORD** Prefect 1949, spot lamp, loose covers, demister, indicator lamp, 60,000 miles; £775.

**FORD** Anglia, May 1948, leather upholstery, one owner, unused spares, 7,000 miles; £685.

**FORSDON** 10cwt. Utility, March 1948, one owner, as new, 9,000 miles; £710.

**FORD** Senvt. van, May 1949, green unwritten body.

**OVERLEYS** 14, April 1948, 6-light saloon, black/brown hide, radio, new condition; £945.

**STANDARD** 14, May 1948, saloon, black/blue leather, superb condition, 12,000 miles, one owner, radio; £785.

**TRIUMPH** roadster, April 1948, black/beige hide, top lamp, two seats, black leather, Clinton heater, one owner, immaculate, 10,000 miles; £925.

**VAUXHALL** 10, April 1938 de luxe saloon, black/brown hide, £245; completely reconditioned by Vauxhall distributor.

**WOLSELEY** 12, March 1937, black/brown hide, one owner, 4,000 miles; £915.

**WOLSELEY** 14, April 1947, black/brown leather, £780.

**LOGAN** Place, Earls Court Rd., W.8. Western 1226. [4790]

## Miscellaneous Cars Wanted

**R** SOWLAND SMITHS, the car buyers.—Hampton High St. (Hampton Tube) Open 9-7 week-days. Saturdays, Hampton 6041 (10 lines). [1096]

**MARBLE**

**A** MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

**HIGH ST. WATFORD**, Herts. Tel. Watford 4491.

**THE WARREN MOTOR** Co., 553-5, Euston Rd., N.W.1. Tel. Euston 7751. [1866]

**PARAMOUNT MOTORS** urgently require post-war cars in good condition.

**PARAMOUNT MOTORS**, 114, Tottenham Court Rd., W.1. Euston 7503 and 3526. [6347]

£10 makes purchased for cash.—K. & N. Motors, 40, Lordship Ln., N.17. Bus. 6366.

**ASTON**, Crewe, Cheshire, Garage urgently wish to buy all makes of pre-war cars.—Pro, 2612 (0375) 8 and 10/0 cars, 1938 onwards, wanted.—Fuji details to Jennings Bros. Motors, Ltd., Sutton Coldfield.

**PRIDE & CLARKE**, Ltd., offer immediate cash payment for old cars, make and model, identification by reg. no.—158, Stockwell Rd., S.W.9. Bus. 6251. [10734]

**RAYMOND WAY**, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maid 6004 (10 lines). [2006]

**NATIONAL CREDIT**, Ltd., are cash buyers.—Austin 10, Flat, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley 25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347]

**AMBULANCES**

**CIVILIAN** and Municipal ambulances, modern designs, immediate delivery, large selection.—Lawton Goodwin, (Australians), Makers, 135, Cricklewood Broadway, N.W.2. Glendale 2226. [10635]

**MOTOR COACHES**

**ROSE & YOUNG**, Ltd., offer 1937 Dennis 20-seater coach; bargain; £285-65-69. Sternhold Ave, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

**ROSE & YOUNG**, Ltd., offer 1938 Bedford 20-seater coach; bargain; £250-65-69. Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

**MOTOR HEARSE**

**A & S**—Immediate delivery; Modern high quality carriages—covered mechanical guarantee certificate.

**ELIZABETH**, 1937 Austin 7ft. Sin deck (4-bearers), lavishly equipped 1950-coachwork, £1,000.

**RAYMOND WAY**, 1937 Archway Garage, Kilburn (150 yds. Kilburn Park Station, Barker Road Line), Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

**RAYMOND WAY**, 1937 Archway Garage, Kilburn (150 yds. Kilburn Park Station, Barker Road Line), Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

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**RAYMOND WAY**, 1937 Archway Garage, Kilburn (150 yds. Kilburn Park Station, Barker Road Line), Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

**MOTOR CYCLES FOR SALE**

**RAYMOND WAY**

**100** cars under £300: drive away immediately on our Atomic-on-the-spot-hire purchase system, no fuss, no fuss, no enquiries, every car plainly marked with price and year; top price or part exchange for your old motorcycle.

**RAYMOND WAY**, 1937 Archway Garage, Kilburn (150 yds. Kilburn Park Station, Barker Road Line), Maida Vale 6044 (10 lines).

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## NEW CARS FOR SALE

## A.C.

HATTON MOTORS, Ltd.—Orders accepted for delivery in strict rotation.—71, Broad St., Birmingham. [3626]

IMMEDIATE delivery.—New 2-litre A.C. sports 5-seater tourer, cream, red leather, from the Hampshire Distributors of these fine cars.—Autowork, Ltd., Winchester, Tel. Winchester 4354. [5888]

## ALLARD

ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1. LANGHAM 1594-5.

MAIN distributors for all Allard models.

PHONE or write for details or demonstration.

AGENHAM MOTORS, Ltd., main distributors, sales and service.—56, Park Lane, London, W.1. Regent 4866. [0150]

FULL particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-28, Clapham High St., London, S.W.4. Tel. Macaulay 3201. [0803]

## ALIA

ALTA Cars.—The Northern distributors.—William Arnold, Ltd., Manchester, 13. [0758]

## ALVIS

LONDON.—All particulars of Alvis are available at 103, New Bond St., W.1. Mayfair 8351. [0350]

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE—12, Wellesley Ave., W.6. Riv. 1413. [10307]

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mcr., 19. Rue 2874-5. [0825]

ALVIS in Scotland, sales, spares and service.—James H. Galt, Ltd., Distributors, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7598. May we send you full particulars of latest models? [0751]

LANCASHIRE and Cheshire, sales service and spares.—A. Freeman, Ltd., 10, Albert St., Bolton, and 10, Bolton, Bradshawgate, Bolton, Tel. 4080, and 176, Deansgate, Manchester, Tel. Deansgate 4507. [0359]

ARMSTRONG SIDDELEY

HENLY'S, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [0603]

PASS & JOYCE, Ltd., London and district distributors, for the new post-war Armstrong Siddeley car.—184-188, Great Portland St., London, W.1. Museum 1011. [0711]

ASTON MARTIN

HAROLD RADFORD & Co., Ltd., officially appointed Aston Martin retailers.—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6644 (5 lines). [1828]

## AUSTIN

CAR MART, Ltd.—The CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—297 Euston Rd., N.W.1. Euston 5322. [0351]

BREW BROS., Ltd., agents for Austin cars, sales and service.—155, Old Brompton Rd., S.W.7. Freemantle 3333. [1829]

L. F. DOVE, Ltd., main dealers, Austin, see the New Sheepline saloon.—111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [1517]

## BENTLEY

CAR MART, Ltd.—OFFICIAL Retailers. Offer for early delivery.

BENTLEY Mark VI specially designed razor-edge sports saloon—coachwork by H. J. Mulliner & Co., Ltd., finished black.

BENTLEY Mark VI standardized 4-door razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished black.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 5343. [0510]

DAVID ROSENFIELD, Ltd.—OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 76, Deansgate, Manchester.

PHONE Blackfriars 4942.

SERVICE station, Cheetah Hill Rd., MANCHESTER 8. Tel. Blackfriars 3302. [0560]

BENTLEY.—William Arnold, Ltd., Upper Brook St., Manchester 15. Agents and specialists. [0665]

ROSE, Ltd., Northampton, special retailers of Bentley and Rolls-Royce; good delivery with standard or special coachwork.

OFFICIAL Repairers and Parts Stockists, Marefair and Kingsgate, Northampton. (Tel. 4540).

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. [0403]

JACK OLDING, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242. [0817]

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors, offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippion Bros., Ltd., Huddersfield 6340. [0249]

## BOND MINICAR

CENTRAL GARAGE of Croydon, distributors, spares and service for Bond Minicar; write for particulars of delivery.—Central Garage Croydon 7464. [0304]

## BRISTOL

A.F.N., Ltd.—JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [07378]

## UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties, also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 20, Piccadilly, W.1. Grosvenor 4141. [0167]

EVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

K 41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 10295.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 15; distributors for Bristol, arrange a demonstration to suit your convenience.—Tel. Ardwick 10056.

Bristol, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributor will be obvious.

A NATION CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [15571]

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7598. May we send you particulars of latest models? [0752]

CADILLAC—Sole concessions, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. [0394]

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

CHEVROLET—SPECIALISED sales, service and spares available—Sackville House, 40, Piccadilly, W.1. Regent 0640.

SPECIALISED sales and service.

CLARKE'S OF PIRBRIGHT, automobile engineers, Pirbright, Surrey. Tel. Brookwood 2201-2-3. [0272]

NEWNHAMS, Ltd.—JAVELIN, Jupiter, and Bradford main agents.

JAVELIN and Bradford main agents, sales and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0306]

HAROLD RADFORD & Co., Ltd.—JAVELIN and Bradford main Agents.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines).

COME to the specialists for anything Jowett.

DEON MOTORS, Ltd., Barnet Herts. Tel. Barnet 4100. [0581]

JOWETT—East Surrey's leading agents for Javelins and Bradford vans.—Carr Bros., High St., Upplands 4812. [0272]

A RNOLES, of Manchester, main agents for Jowett cars.—William Arnold, Ltd., Upper Brook St., Manchester 13, Ardwick 4361-7. [0669]

K INGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [0660]

WIMBUSH & Co., Ltd., Headfort Place, S.W.7. Offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Sales, Abbey 6895.

JOWETT main agents for Manchester—Saxon Jef-feries, London 32, Holloway Rd., Didsbury, Manchester, 20, Tel. Didsbury 3464-5340. Spares in stock. [0222]

KAI SER FRAZER

KAI SER FRAZER concessionaires for Great Britain K parts and service.—Steele, Griffiths & Co., Ltd., Camberwell Green, S.E.5. Rodney 2201-6. [0353]

LAGONDA

HAROLD RADFORD & Co., Ltd.—OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0265]

LANCIA

R NOLES of Manchester, main agents for Lancia.—Wm. Arnold, Ltd., Upper Brook St., Manchester, Ardwick 4261-7. [0673]

LEA FRANCIS

CARDIFF—Glamorgan and Monmouthshire distributors for the new Lea-Francis; enquiries invited to:—GLADEFIELD LAWRENCE, 2, City Rd., Cardiff. Tel. Gl 8300. [0222]

WEST Yorkshire distributors of Lea-Francis cars—Marshall's (Halifax), Ltd., Kings Cross Rd., Halifax, Tel. 5042. [0473]

G ALEXANDER Ltd., main distributor in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0404]

EA-FRANCIS—Birmingham and Midlands distribu-tors.—Henry Garner, Ltd., Showrooms: 221, High St., Deritend 12. Works: 120, Alcester Rd., Moseley, 13. [0222]

LLOYD

LLOYD—For earliest delivery and expert service.—Westcombe Motors, Ltd., Imperial Garage, Finchley, Distributors for Hemel Hempstead. Tel. 4174. [0144]

DISTRIBUTORS for London and the Home Counties.—The Red Circle, Ltd., Eastern Arm, Gt. Cambridge Rd., Tottenham, N.17. Tel. Tottenham 1906/7553. [0504]

LOYD distributors for the West Riding of Yorkshire.—The Headingley Motor & Engineering Co., Ltd., 8, Otley Road, Leeds. Tel. Leeds 52627-8. Wire "Trubie." Leeds. [0321]

MORGAN

COWAY MOTORS—Morgan distributors for the 3/W 4.4-301, Goldhawk Rd., W.12. [0247]

BAILY ROY, Ltd., Morgan distributors; orders no 4 accepted.—161, St. Portland St., W.1. Langham 7735. [0301]

MORGAN 4/4—Book now for earliest delivery; full specification on request.—Motourists (London), Ltd., Distributing Agents, Gt. North Rd., East Finchley Station N 2 Tudor 2301-2. [0155]

## NEW CARS FOR SALE

## NASH

NASH Cars spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558/9. [0562]

## OLDSMOBILE

DISTRIBUTORS (RAWLEW). Ltd.—Sales, Service and Spares.—Bendix Heath Garage, nr. Linford, Surrey, nr. Wokingham. [0821]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service 2, Lexington St., W.1 (Gerrard 8600). Spare Parts; Kensington Place, Campden Hill Rd., W.8 (Park 611).

## OPEL

LANCASHIRE and Cheshire distributors for OpeL sales, service and spares.—Grosvenor Garage, Burnage Lane, Manchester, G 19 Rus 2874-5. [0199]

## PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (of Britain), 19, Brick St., Finsbury, W.1. May 5583.

## PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot Berks.

## RENAULT

RENAULT—Distributors for Birmingham—Henry Garner, Ltd., Showrooms: 221, High St., Deritend. 2. Works: 120, Alcester Rd., Moseley 13. [0003]

## RILEY

C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. [0282]

RILEY distributors, Wembley and district.—Your enquiries invited.—Montrose Motors, Wembley 2636.

## ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL Retailers. Offer for early delivery.

ROLLS-ROYCE Silver Wraith touring limousine, coachwork by H. J. Mulliner & Co., Ltd., finished black.

ROLLS-ROYCE Silver Wraith touring saloon, coachwork by H. J. Mulliner & Co., Ltd., colour to customer's wishes.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5012]

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 76 Deansgate, Manchester.

PHONE Blackfriars 4942.

SERVICE station, Cheetham Hill Rd..

MANCHESTER, 8. Tel. Blackfriars 2302. [0561]

## ROLLS-ROYCE

ROLLS-ROYCE—William Arnold, Ltd., Upper Brook St., Manchester. 3 agents and specialists [0664]

G. ROSE, Ltd., Northampton, special retailers of body types.

OFFICIAL, Repairers and Parts Stockists.—Marefair and Kingshore, Northampton. (Tel. 4540.)

JOHN OLDFIELD, Mayfair, the official retailers are in a position to offer new Rolls-Royce and Bentley cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242. [0818]

ROLLS-ROYCE Silver Wraith with touring limousine by Freestones and Webb extra seats, etc.; delivery almost immediate; list price plus purchase tax.—Grose, Ltd., Northampton. Tel. 4540. [1569]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley Distributors, offer early delivery of Silver Wraith and other Mark I Bentley cars with special colourwork. Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 6340. [0246]

## ROVER

HENLYS, England's Leading Motor Agents.

ROVER distributors

DEVONSHIRE House, Piccadilly, W.1 (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. Euston 4444. [0154]

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnes 4100. [0580]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [04273]

SURREY MOTORS, Ltd., High St., Sutton.—Rover

main dealers Sutton and district.—Spares and service. Tel. Vigilant 4444. [03685]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001]

ROSENFIELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. [0286]

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. [0901]

## SINGER

SINGER—Birmingham and Midlands distributors.

Henry Garner, Ltd., Showrooms: 221, High St., Deritend, 12; works: Alcester Rd., Moseley 13. [0003]

## SINGER

MANCHESTER, South Lancashire, North Cheshire specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate Bolton. Tel. 4050. Deansgate, Manchester. Deansgate 4507. [0392]

O RIDE your new S.M. 1500 from G. E. Lawrence (Motors), Ltd., Ashton-under-Lyne. Buses and coaches of reasonable delivery; distributed for Mid and North Bucks and part of Heriz; spares and service for Singer cars.

## STANDARD

BEXLEYHEATH—Standard and Triumph distributors and repair specialists.

W. T. RICHARDS (BEXLEYHEATH), Ltd., Broadwater, Beddington, Tel. Bexleyheath 1666. [0282]

C. A. PETO, Ltd., for Standard Vanguard and service.

STANDARD and Triumph, Ltd., Croydon 6088. [0264]

K. J. MOTORS, Ltd., Standard and Triumph distributor for N.W. Kent.—137/149, Widmore Rd., Bromley, Kent. Tel. Ray 3456-7-8-9. [0426]

STANDARD and Triumph (distributors in Surrey since 1911).—Leicester Engineering Co., Ltd., 39-43, Edie St., Kingston, Tel. Kingston 3151-4. [0403]

METROPOLIS GARAGES, Ltd., the Standard agents can accept a limited number of orders for the Vanguard; standard service specialists.—1-31, Macleod Rd. (Olympia), W.14. She. 5385-6-7. [0360]

## STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 364, Euston Rd., N.W.1. Euston 6664. Spares for all models. Hawley Cres., Camden Town, Gul. 4141. [0392]

## TRIUMPH

C. A. PETO, Ltd., for Triumph models and service.

C. North Audley St., W.1. Mayfair 3051. [0282]

## VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Shee

W. rooms.—Berkeley Sq., W.1. Grosvenor 4328. [0403]

PARTS and service: Western Av., W.3. Acorn 4641. [0403]

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—137/149, Widmore Rd., Bromley, Kent. Tel. Ray 3456-7-8-9. [0426]

## MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0403]

MARSTON MOTOR CO. for new Jaguar, Standard, Armstrong, Siddeley, Triumphs, Rover and H.R.G. full sales and service facilities, hire purchase insurance arranged automatically.—Call "Phone" or write, Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sta. 6000.

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

ROY GALWAY, Ltd.

RENT a new car

DRIVE yourself

CONTINENTAL touring

TEL. Gros 4747.

21. Farm St., London, W.1. [00072]

WIMBLEDON CAR HIRE

SELF-DRIVE specialists for dependable Austins from 30/- a day.—Mansel Rd., S.W.19. Wimbledom 5834. [0922-1950] "We never closed."

DRIVE yourself, London's lowest rates.—Fisher Car Hire, 4, Cadogan Gdns., S.W.3. Sloe. 4791. [01899]

DRIVE yourself, £35 monthly.—Ramstedt, Bristol Road Garage, Gloucester. Tel. 22055. [01485]

1939—49 cars, self-drive or chauffeur.—Chapman's Blomfield Mews, W.2. Cunningham 2284.

HIRE your chauffeur-driven car, from Enterprise Garages, 1/- per mile, day or night.—Tel. Cunningham 1191. [0405]

ELF-DRIVE hire inclusive terms, first-class vehicles.

S. Smith & Hunter, 376, Kensington High St., W.14. [01917-2312]

SELF-DRIVE and chauffeur driven modern cars.—Central Motors (Pad.), Ltd., 14, Harrow Rd., W.2. Pad. 7666 and Fro. 5691. [0456]

SELF-DRIVE hire post-war cars, attractive rates, long or short period, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [0238-2315]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords, £15/15 week, £30 14 days, no mileage charge.—Bri. 5532, 290, Milkwood Road, Herne Hill, S.E.24. [0683]

VAUXHALL self-drive cars from £1/5 per day, A.A. and R.A.C. membership: Continental touring, overseas visitors.—Synchro Garage, Ltd., 1, Petersham New St., S.W.7. Western 4011. [01866]

SELF-drive hire post-war cars, attractive rates, long or short period, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [0238-2315]

1949 Fords, 25/- per day; Austin A40's and 1947 8/8 35/- a day; 1947 Austin 10's and Minx 30/- a day; also post-war chauffeur-driven cars.—Alliance 29, Burne St., N.W.1. Pad. 2646/6801. [01318]

1949—50 cars for your holidays or business large fleet of 40/- per day; Austin special facilities for overseas visitors, car-drivers specialists.—The Garage (Arthur Court), Queensway, W.2. Bay. 6415. [0686]

6/- per mile drive-yourself hire; minimum 30/- per day inclusive of insurance, modern Austin and Morris cars; tariff on request.—South Kensington Motor Service, 2, Reece Mews, S.W.7. Ken. 1004. [04905]

POST-WAR self-drive cars from £1/5 per day, or 12guineas per week; special facilities for overseas visitors.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [01934]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, all-night service; also self drive 1948-49 Austins.—12-16, Bourdon St., Berkeley Square, W.1. Mayfair 8689. "We never close." [0084]

SELF-DRIVE—Coming on leave, visiting Britain? Keenest long term rates, specialised service, modern fleet. Motoring for all, pleasure, business use.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067-6-5. [0202]

SELF-DRIVE or chauffeur-driven fleet of modern cars, including 1949-50 A40 Austin, Hillman, Vauxhall, Wyvern, etc.; overseas visitors special facilities.—Sutton Motors, Burgh Mews, Edgware Rd., London W.2. Pad. 5306 and Amb. 5023. [01889]

J. DAVY.—1947-50 self-drive 8-16hp cars from £1/7/6 per day; tariff of 12/- per week, and R.A.C. membership.

DRIVE yourself or with chauffeur, day or night.—Bagsot St., Bridge Dublin. [07889]

LIVERPOOL—Ideal centre for touring in a new car

from Proutax Self-Drive Hire, home and overseas hire specialists, 204, Brock Rd., Liverpool. [04050]

ROYAL GARAGE for service, chauffeur driven or

drive yourself. Humber limousines and new 12-litre saloons.—Gillingham St., S.W.1. Victoria 4366 day and night. [01943]

## CARS FOR HIRE

CHAUFFEUR driven 5-6-seater modern limousines, 1/6 a mile; also self-drive 4-5-seater saloons.—Godfrey Davis, Ltd., 7, Ecclesall St., Victoria, S.W.1. Tel. Sloane 0022.

DRIVE yourself a modern car; overseas visitors a

luxury car.—Northfields Garages, Ltd., Cranmer Works, Cranmer Ave., Ealing. W.15. [01844-2812]

1949 Ford, 25/- per day; Austin A40's and 1947 8/8 35/- a day; 1947 Austin 10's and Minx 30/- a day; also post-war chauffeur-driven cars.—Alliance 29, Burne St., N.W.1. Pad. 2646/6801. [01318]

1949—50 cars for your holidays or business large fleet of 40/- per day; Austin special facilities for overseas visitors, car-drivers specialists.—The Garage (Arthur Court), Queensway, W.2. Bay. 6415. [0686]

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## MISCELLANEOUS

## COACHBUILDERS AND BODIES

**A**LUMINIUM sheeting, 6ft x 3ft x 22ga., 22/6, 18x. 39/6. Durability 20%+. Other gauges, 20x, 22x, 24x, 26x, 28x. Steel monoblock; body parts, pressed steel, pair of side steel framed sprung, trimmed black Resine, 65/-; light alloy seats, 50/-; trimmed, Dunlopillo cushion, 107/6, hide 20/- extra; Dunlopillo cushions, 16in, round back 21/-, 18in square back 22/6; cycle type wings, 6in ribbed, 10/-; 7in, 10/-; 8in, 18/6; trimmings, 50/- each; running board 30/-; head lining, 15/-—Derrington, 159. London Rd., Kingston 5212/1. [1963]

**C**OACHBUILDERS, Bodies, etc. Wanted  
ROLLS BODY saloon wanted—Roseleigh, Dean Oak Lane, Leigh, Reigate, Surrey. [5709]

**W**ANTED, body complete with trim for 1939 Chrysler. Wimborne Dodge, Dr. Soto or Plymouth, or similar, about '37-'39 considered. MATHEW BROTHERS, Matbro Works, Sandy Lane North, Wallington, Surrey. "Grans" "Matbro". Tel. Wallington 4050. [1412]

**B**ODIES wanted for 1939 Hudson 16.9 and 22hp models, complete with trim; damaged frontal sections not objected to, or will purchase complete car.—Etham 6240. [6327]

## CONSULTANTS

**A**UTOMOTIVE designs and development; our motor vehicle section can undertake entire design of anything from a new wheel to a complete sprint, formula one constructional projects can be undertaken. ROBERT CLERK & CO., 7-9 Clarence St., Richmond, Surrey. Richmond 3395-6. [0437]

## EXPORT

**P**RIDE & CLARKE, Ltd., everything for the motorist, illustrated catalogue free—158, Stockwell Rd., S.W.9. Tel. 6251. [0737]

## FINANCIAL PARTNERSHIPS

**M**OTOR body building and design company requires further capital for extension; preference shares available at favourable terms.—Box 4734. [5761]

## FINANCIAL PARTNERSHIPS

**D**IRECTORY offered in highly successful second-hand motor sales business, London suburb; salary £550 p.a.; any investigation; £2,000.—Box 4829. [6278]

**A**VAILABLE capital for expansion of big business or for sensible new ventures; £2,000-£50,000 promptly provided; companies formed; shares or debentures purchased; active or sleeping partnerships arranged; financial assistance given to individuals or groups of concerns, not retail unless really large or multiple; mortgage funds for almost all freehold property from 4%—Westlands, 996, London Rd., Thornton Heath, Croydon, Tho. 2135. Established 1908. [5878]

## GENERATING PLANT

**C**OUNTRY house and farm light and power.

**P**OWERCO (late Benmotors Power Supplies).

**N**EW Powerco 5kva a.c. diesel self-starting remote control generating sets, completely self-contained manufacturer's guarantee, ready to couple up, £198; other sets to 50kva; lists free. [0438]

**P**OWERCO Wandsworth Town Station, York Rd., London, S.W.18. Bat. 5234. (10 mins. Waterloo).

**T**INY TIM light and power generating plants, 12-volts, 300-watts, latest model L125 6-volt, 240-watt models also in stock; full particulars.—Tiny Tim Light Power Unit, Ltd. (Tel. Langham 1376), 77, Great Portland St., London, W.1. Sole concessionaires for Euro. [6170]

**M**ARBLE ARCH—Generators, purchase your own generating plant for £27/10, you are thereby assured of an independent and continuous supply of electric current, specification of bargain Type D.5 Douglas power units generating sets with 500 watt, 24 volt D.C. generator and 120 volt A.C. alternator, 1.5kva output, powered by 350cc twin cylinder engine, £125 per set; our price 22/10.10. car. and packing extra; all sets carriage extra; large selection of many other sets; please send for list.

**M**ARBLE ARCH MOTOR SUPPLIES, Ltd., 286-301, Camberwell Rd., London, S.E.5 (Tel. Rodney 2181), and 113-115. [4823]

## GENERATING PLANT

**G**ENERATING sets 268-watt to 10 kva, reasonable prices; lists free.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [0433]

**C**OVENTRY Climax, Douglas Scott petrol electric generating sets, 130volt a.c. and 230-volt a.c. also 28volt d.c. American sets, large stocks, low prices; quotation by return; established 27 years.—Clare's Motor Works, 96, Tulse Hill, London, S.W.2. Tulse Hill 6002.

## PACKING AND SHIPPING

**R**. & J. PARK, Ltd., 145-5, Fenchurch St., E.C.3. Mansion House 3083. Packing works, Dominion Works, Chiswick, W.4. Chiswick 4794. Special shippers to the motor trade. [0630]

**T**HE MOTOR PACKING Co., Ltd., London Colney, Heris (Tel. 5146), specialists with 36 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods; collection and delivery f.o.b. or c.i.f.; branches Coventry and Liverpool. [0506]

## PERSONAL

**E**XPERIENCED Continental holiday tourist, this year without a car, seeks seats for himself and male friend for fortnight commencing July 28th, sharing expenses.—Box 4787.

**T**O let, completely furnished lovely villa flat, French Riviera, June 18th-28th, 7,000 F. frs. weekly (Apartment 12), 12th floor, and also July 5th-19th, 8,000 F. frs.—London Carr. 592, Greenford Rd., Greenford, Middlesex. Tel. Asorn 1212. [6163]

**T**AKING your car abroad? Halve your expenses and make the currency last by taking congenial companions found for you by Contours, Ltd., 72, Newman St., London, W.1. Tel. Mus. 8499. Send for details of attractive new plan. [0476]

## TUITION

**A**IRCRAFT or Automobile Engineering.—Complete practical and technical training for entry to either industry. Syllabus from Registrar, College of Aeronautical & Aeronautical Engineering, Sydney St., Chiswick, S.W.3. Flaxman 0021. [0534]

## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## BATTERIES, OILGOIL, ETC.

**A**UTO-ELECTRICAL SERVICE Co., Ltd., for guaranteed car batteries and repairs—519, Green Lanes, Goodmayes, Ilford, Seven Kings 4866-7. [0763]

**D**ISDIAN new guaranteed 12v car batteries; to clear £7 each, including carriage, 14 days' approval against cash. Unwin's, London Rd., Raynes Park. [5856]

**S**TARTER batteries new guaranteed 90amp, 12v, 12v, 60amp, 115/- each; complete stocks; lists free.—Young's 32, Tooting Bec Rd., S.W.17. Balham 7791. [0762]

**55/-** Brand new 6 volt starter batteries, 12 volt, 25/-, 55/- guaranteed 12 months; carriage extra.—Witham's Motors, Ltd., 18, Balham Hill, S.W.12. Batteries 3280 3769. [0828]

**H.** PEACOCK, Ltd. Exide agent for all batteries, car and commercial vehicles all types available from stock.—28, Balham High Rd., London, S.W.12. Balham 4401 (5 lines). [0800]

**R**OGER'S BATTERY & ELECTRICAL SERVICE Co., Ltd. Starter battery specialists, replacing all types; immediate exchange service, new batteries, collection and delivery.—Forbes Green, East Finchley, N.2. Tudor 4534.

**12** full 75 A.H. heavy duty Exide batteries, separate cells built into hardwood case; constructed to strict specification; new, dry and uncharged, finish was contract; £2,17/6. Each delivery including most useful heavy duty cables. [0829]

**T**EDDINGTON ENGINEERING Co., Ltd., 29-31, High St., Teddington, Middx. Kin. 1193-4. [7197]

**E**X-W.D. batteries (new); capacity, makers Oldham Youngs, 6-volt, 110amps size of case 12½in x 6½in x 9½in, 75/- each, plus 5/6 carriage and packing; also Austin 7, Oldham Youngs, at £2/16/6 each, plus 5/6 carriage and packing.—White, 174, Hook Rd., Surbiton, Elm. 2315. [6056]

## BRAKES, CABLES, ETC.

**R**ICHFIELD. BRAKES, CABLES, ETC.

**B**RAKE cables repaired efficiently by experienced repairers, any make or type, within 24 hours; all cables guaranteed, most types supplied from stock.

**T**HOMAS RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Tel. 4042 (5 lines). Established 11 years.

**B**RAKE cables reconditioned as new; trade enquiries invited, send damaged and worn cables for quotation.—A. J. Browning, Dart St. Works, Dart St. London, W.10. Ladbrooke 3841. [0014]

## CAMSHAFTS

**C**AMSHAFTS, worn or damaged cams built up and reground to original profile and lift.—Moore, Apperly & Sons, 1946, Ltd., 57, Scoresby St., London, S.E.1. Tel. 7261. [0263]

**C**AMSHAFTS rebuilt and reground to original profile, valves, seatings, rockers and rocker shafts reconditioned.—Leonard Reece, Beeches Avenue, Carshalton, Wallington 3646. [4521]

## CARBURETTORS, ECONOMISERS

**G**ZENITH carburettors.

**S**TROMBERG carburetors.

**G**OWER & LEE supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (3 lines). [0833]

**S**U. CARBURETTORS and pressure pumps.

**S**ERVICE tuning, repairs.

**S**OLE Distributors.

**W.** H. M. BURGESS, Ltd., 22, Brunel Rd., Old Oak Common Lane, Acton, W.3. Shepherd's Bush 2501 (4 lines). It will be appreciated if you will telephone for an appointment. [0655]

## CARBURETTORS, ECONOMISERS

**S**U. Official Service Depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service—Folards 1123.

**M**OSS & LAWSON, Ltd., 1076-1080, London Rd., Thornton Heath (2 minutes Norbury Station).

**Z**ENITH new and replacements units and spares.—John Sparks & Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0323]

**C**OX-ATMOS economiser ensures more miles per gallon and reduced engine wear.—Cox Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0036]

**B**ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorized main S.U. stockists and fitting station.—209, Balham High R., S.W.17. [0525]

**Z**ENITH replacement carburettors and spares, official Zenith service station.—Milestone Service Garage, Ltd., 308, Frieth Rd., Bexleyheath, Erith 2469. [0572]

**K**ENT'S leading carburettor agents stock Zenith, Stromberg, S.U. Sole service units, spares, all makes, trade supplied.—Burtons, Duncan Rd., Gillingham, Kent. [0340]

**S**OLEX carburettors and spares, major stockists new and reconditioned carburettors to suit all vehicles, private and commercial; terms for trade as from makers.

**F**ASCALL (GUILDFORD), Ltd., Central Buildings, North St., Guildford. Tel. 2274-5. [7053]

**U**NIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Official carburettor service depot for Carter, Zenith, Stromberg and S.U. carburettors. [0502]

**S**OLEX carburetors.—Lamb's Ltd., Est. 1940, are a major service station for Solex carburetors, and have in stock all types from 1932 onwards. Ward, Southend Rd., Woodford Green, Wan. 023. [0831]

**P**RESTART Lubricator, although designed to prevent piston and cylinder bore wear, has proved its value in improving mileage up to 15% without any performance loss.—Leaflet from Starting Lubricators, Ltd., 7-9, Clarence St., Richmond, Surrey. Richmond 5395-6. [0268]

**P**ETROL! If you wish to save petrol remember your carburetor is the chief factor and requires attention; bring your vehicle for tuning, new or reconditioned carburetors supplied: Solex, S.U. or Zenith.—Young's Garage, Grosvenor 4141. [0502]

**S**OLEX carburetors.—Lamb's Ltd., Est. 1940, are a major service station for Solex carburetors, and have in stock all types from 1932 onwards. Ward, Southend Rd., Woodford Green, Wan. 023. [0831]

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## BUSINESS AND PROPERTY, SITUATIONS, BOOKS

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[2921]

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[1567]

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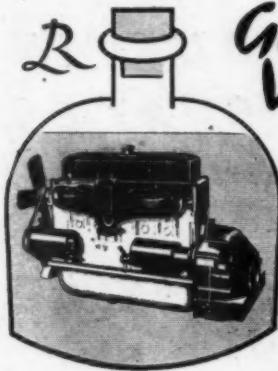
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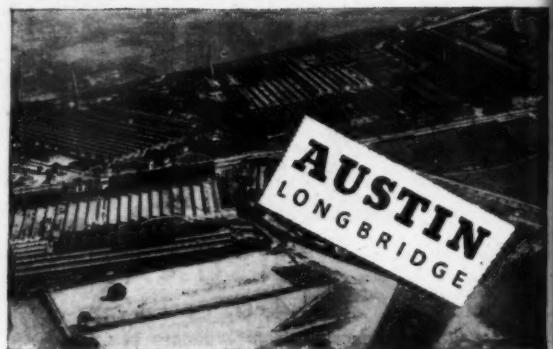
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